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SURVIVING POSEIDON AND CROSSING OCEANS

ANTARCTICA
VERTIGO TAKES LUXURY CHARTER TO NEW LATITUDES
◦ 40 ◦

HALO EFFECT
PULSE-COMPRESSION TECHNOLOGY: A RADAR GAME CHANGER?
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◦ 17 ◦



AUGUST 2015

GOING THE DISTANCE
IF YOU WANT TO CHASE THE SUN, THE SANLORENZO SD112 IS READY TO GO
◦ 26 ◦

No. 1304


Why?
Marlow Explorer® yachts are the envy of the yachting world.
"Our consuming attention to detail and improving the yachting experience drives us forward." – David Marlow, Chairman Marlow Yachts LTD
MarlowExplorer®
49E | 58E | 62E | 66E | 70E | 74E | 80E | 88E | 97E
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Best PassageMaker 60'–80'

*"It is this attention to detail and the underlying philosophy of continuous incremental refinement that explains why Marlow yachts stay competitive for so long: The 62E is engineered without compromise." — Judge's**

A word about hull design and construction

Semi-Displacement hull combined with our proprietary Velocijet Strut Keel®

All MarlowExplorer® series yachts are semi-displacement, with Velocijet Strut Keel® incorporated for a more stable, economical and protective hull design. Through the use of our proprietary hull and strut keel design, as registered and protected under the Vessel Hull Design Protection Act, we have solved many of the frustrating problems of a full-displacement hull. By introducing the struts, we gained superior stability, comfort, safety and performance in all sea conditions including heavy following seas, while providing the best running gear protection from debris and grounding in the industry. Inner and outer Kevlar skins with modified epoxy resins assure integrity and strength far beyond industry standards. In fact, a Marlow is the only cruising yacht we are aware of that is able to dry out and remain upright, avoiding fuel spills and serious damage to the low side of the grounded vessel. The performance benefits from significant drag reduction and directional stability have resulted in higher cruising speeds, increased comfort and reduced fuel consumption.

Marlow Explorers are all constructed from three major molds, as opposed to the 20 to 30 molds used by our competitors. It just made more sense; fewer seams, increased structural integrity and fewer places for water to find a way in. Our proprietary Full-Stack Infusion® RIVAT system also ensures our hulls are lighter and stronger than traditional fiberglass construction techniques. A side benefit for our owners, is that due to our design and construction techniques, they are able to enjoy anchorages, waterways and ocean conditions that full displacement cruisers or generic semi displacement boats cannot. Discover the world of coves, bays, sounds, rivers and the deep blue ocean at the helm of your own Marlow Explorer. For more information from the bright minds at Marlow products visit us at www.marlowyachts.com.

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ON THE COVER: *Sunset brings out the best of the Sanlorenzo SD112. See why on page 26.*

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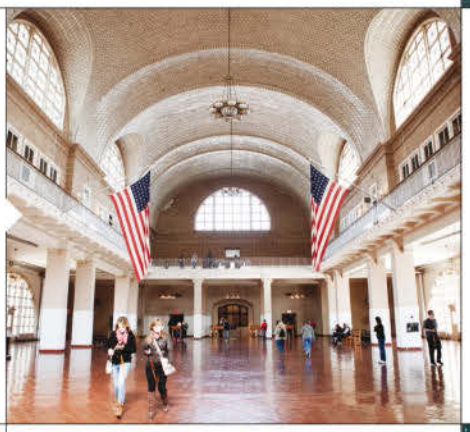
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AND THE WINNERS WILL BE?

IT'S TIME TO CELEBRATE. Here's why: A couple of months ago, I crisscrossed Italy for a week visiting yacht builders, and I was awe-struck. Everywhere I went I saw beehivelike activity, and at every turn a new design was coming to life, a new yacht was being prepped for launch or a vessel concept was being developed for the next boating season. Suffice it to say, whether the builder's target market was 50 feet or 50 meters, the yards were enjoying a desire among yachting enthusiasts for the latest and greatest.



THE *YACHTING* AWARDS
Honoring first-rate builds

I had a similar experience a few weeks earlier while doing a string of yard visits in the Pine Tree State. Bigger builds were in the works, many of which you'll see at this fall's boat shows, and plans for 2016, and even 2017, models were underway. During the spring boat shows, our staff saw more vessels than there are available pages to cover them. It's an exciting time in yacht building.

Innovative ideas are also coming from builders in the Midwest, Southeast, Northwest and across Europe and Asia. All of this is being driven by you, the on-the-water enthusiast. Talk to any builder and you'll hear that much of what is being imagined and constructed is coming from consumer input. So thank you for helping to drive this industry forward.

> EVERYWHERE I WENT I SAW BEEHIVELIKE ACTIVITY, AND AT EVERY TURN THERE WAS A NEW DESIGN COMING TO LIFE.

With so many fantastic new vessels, we want to honor the best of the best, which is why we have created The *Yachting* Awards.

During the next few months, builders will submit their nominations in categories including Trawler, Express Cruiser, Flybridge Cruiser, Sport-Fisherman, Downeaster, Motoryacht, Sailboat and Superyacht.

Our panel of industry experts, designers and journalists will select semifinalists, finalists and, ultimately, the winners based on myriad criteria that answer one question: How well does a yacht fulfill her mission statement? Winners will be announced in our January 2016 issue.

Stay tuned to these pages, *yachtingmagazine.com*, the weekly e-newsletter and, of course, our Facebook page and *@yachtingmag* on Twitter for regular updates on entries, nominee interviews, yacht-entry photo galleries, videos and more.

We will also recognize a marine industry icon and an up-and-coming yacht designer. And you, dear reader, will be handing out a sure-to-be-coveted trophy: *Yachting*'s Reader Choice Award. Is there a launch this year that caught your eye? Or perhaps you purchased a new model that has exceeded your expectations? Voting procedures will be announced soon, so start making a shortlist. Awards season is coming.

PATRICK SCIACCA
Editor-in-Chief
patrick.sciacca@yachtingmagazine.com

TOM SERIO


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Visit the Princess Showcase at the following shows this fall season:
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United States Powerboat Show Annapolis ~ October 15th - 18th, Dock B
Fort Lauderdale International Boat Show ~ November 5th - 9th, Bahia Mar Yachting Center Face Dock
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PRINCESS 68



PERFECTLY PERSHING

This exclusive look at the newly launched Pershing 108 grabbed the attention of our Facebook fans, garnering more than 3,000 likes. See what some people had to say.

I'll send you my berth address in Gordon's Bay :)
DIETER SIEBER

I want one.
KEVIN RODGERS

What a beautiful work of art!
JOSUE CARRO

Amazing.
SHAUN MIZZI

Holy cow! Beautiful! Wow!
JUDY-CHARLIE HOFFA

CREDIT DUE

Our review of the Huckins 45 *Wombat* (June) should have credited Bill Prince Yacht Design Inc. for its role in designing and engineering the first new Huckins with pod propulsion. We apologize for the omission.

Looking for photos and news of new yachts? Get social with *Yachting;* visit *facebook.com/yachtingmagazine.*

READER FEEDBACK

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Yachting
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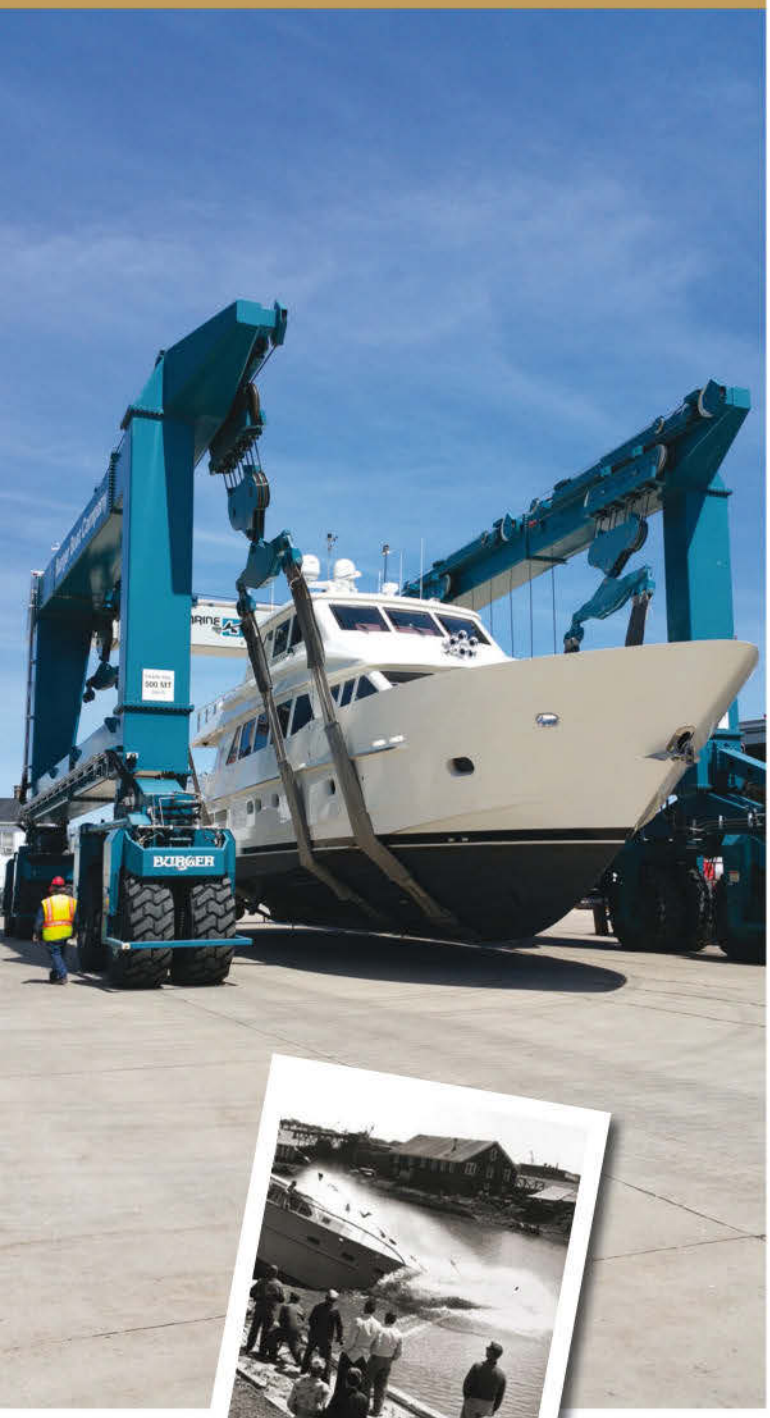
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Fun

HARGRAVE
CUSTOM YACHTS



HOW IT ALL BEGAN

by Mike Joyce

John Sfire sent me this photo last week of the 88' Hargrave Sky Lounge BOBBI TOO being launched for the 2015 summer season at the Burger yard in Manitowoc with their 500 ton lift. As I looked at John's picture it was hard not to be struck by the symbolism in the image.

You see, a lifetime ago Jack Hargrave, who founded our company, was working in the design office for Tommy Rybovich at the family boatyard in Palm Beach when Rybovich's number one customer Charlie Johnson decided he wanted to build a motoryacht as a mothership for his Rybovich sportfish. After talking it over, the family decided not to start building motoryachts and suggested Charlie go upstairs and take a look at the yacht designs "young Johnny Hargrave" had been developing on his own since graduating from Westlawn.

Charlie went upstairs to Tommy Rybovich's office and met with Jack, liked what he saw, and on a handshake Mr. Johnson launched the career of one of America's most influential naval architects.

Big guys can do that – they change the course of history with just a handshake. When Mr. Johnson's yacht was launched (see photo), the 90' 1957 Burger SILVER SEAS set the styling standard for a generation of American yachts built by Burger and Hatteras. Now, almost sixty years later, there is a Hargrave yacht sitting in the slings at the Burger Boat Company. Funny how things come full circle.

I must say having done this with a variety of boats over 35 years, the absolute best experience ever was behind the wheel of my Hargrave and for that I say 'Thank You' to you and your crew. I am one happy boater thanks to you

— John Sfire, 88' Hargrave Skylounge M/Y Bobbi Too

OUTER REEF

TRIDENT









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The award-winning long-range motoryacht builder, Outer Reef Yachts, introduces the new 550 Trident, a motoryacht offering the perfect combination of elegance and functionality, beauty and efficiency. She is a true source of inspiration for memorable weekend escapes or long range journeys.
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COURTESY CAMPER & NICHOLSONS INTERNATIONAL

A LEGEND SHE JUST MIGHT BE

Longtime yacht owner Jan Verkerk is about to launch what he sees as the ultimate global-explorer yacht.

By Kim Kavin

YOU MIGHT THINK owning a 228-foot motoryacht that can take as many as 26 guests would be enough for one man. Not for Jan Verkerk. He owns *Sherakhan,* a charter yacht that he converted from a training vessel in 2005 and that has taken him everywhere from St. Tropez to Antarctica, and he has now decided that he wants to do much, much more. This summer, he will launch *Legend,* a 254-foot expedition yacht that will be the only Class A1 icebreaker for charter on the planet. He plans to base her in Antarctica starting each December and in Norway and Greenland starting each May — to chase the polar summers across Earth.

"What I learned in the years spent transforming *Sherakhan* into the megayacht that she is today and the subsequent years of owning and running her as a

Legend *originally was built for the Soviet Union. She will soon be the only Class A1 icebreaker charter yacht in the world.*



charter business have proved invaluable in my attitude and knowledge for the rebuild of *Legend*," Verkerk says.

That rebuild has included the creation of a reliable engine room and high-end air-conditioning systems, and figuring out where to locate areas like the galley and crew mess. "All are important when rebuilding a yacht of any size," Verkerk says, "let alone a 73.5-meter."

Legend will have a hull made for adventure, and also special toys that will make the ultimate excursions possible in the most rugged locations. Her C-Explorer 3 submarine from U-Boat Worx and her Eurocopter EC135 T1 will allow fun on, below and above the water.

"Her sub will be able to go under ice floes," says Sacha Williams at Camper & Nicholsons International, which is marketing *Legend* for charter. "She can operate helicopters commercially, which is rare in yacht charter. It's incredible."

Icon Yachts and Diana Yacht Design worked with Verkerk on rebuilding the vessel, everything but the hull and main engines. Interior renderings have not been released, but if *Sherakhan* is any example, then *Legend* will be as luxurious inside as she is rugged outside.

"I wanted to create a luxury vessel that could make all itineraries possible," Verkerk says. "Anything and everything is possible on board."

Take the next step:
561-655-2121; camperandnicholsons.com



ABOARD *LEGEND*

Yacht owner Jan Verkerk used past cruising experiences to outfit *Legend* for adventure:

Covered outdoor dining
A sub that can dive to 985 feet
A helicopter with onboard refueling
Accommodations for 26 guests
Quarters for 20 to 30 crew
Snow scooters and ice-diving gear
Weekly base rate: about $495,000.
Helicopter and sub are extra.





COURTESY CAMPER & NICHOLSONS INTERNATIONAL

Jan Verkerk still likes taking the helm, just as he did when he was owner-operator of the 121-foot motoryacht Jaguar *in 1989.*



TIARA Q 44
A LUXURY SUV ON THE WATER

NEW FOR THIS SUMMER

The Tiara Q 44 will be the first launch in what is expected to be several models in an entirely new line.

THE FIRST Tiara Q 44 is expected to launch this summer, kicking off a whole new line called the Q Series. The Michigan-based builder, long known for powerboats from 31 to 58 feet length overall, designed the Q 44 on the hull of the Tiara 44 Coupe with features meant for bold, venturesome cruising, no matter how owners define fun.

"The Q Series will create an entirely new market segment of adventure yachting, a luxury SUV of sorts," said Tom Slikkers, president and CEO of Tiara Yachts. "We expect to deliver several models in this class."

The Q 44 is designed to appeal to cruising couples, families doing day cruises and even avid anglers and divers. Full walk-around decks should make working the lines and fenders a breeze, while seating areas at the bow, stern and amidships will keep guests and kids comfortable as well as out of the skipper's way. Sun shades fore and aft are optional.

Indoor-outdoor living is a hallmark of the Tiara Q 44 design concept.



Inside, the cabin houses a queen berth and a pantry-style galley with microwave, refrigerator and coffee maker for the mornings when it pays to be first out of the inlet, chasing the sunrise.

Owners can choose Volvo Penta pod drives or Cummins engines in a straight-shaft configuration. Performance on the Tiara Q 44 is expected to be similar to that of the Tiara 44 Coupe, with a 22- to 26-knot cruise speed and a top end of around 30 knots with the Volvo Penta package. Both power options will come with the glass cockpit design that has proved popular on the Coupe model.

Take the next step: tiarayachts.com

PHOTO-QUALITY ART: A FIRST FOR SAILS

Take a look at this. Doyle Sails New Zealand has figured out how to create photo-quality prints on sails, a process called Stratis sail art. It takes detailed graphics to a whole new level. **BRUSHES, BE GONE:** The process does not add weight or compromise the integrity of the sails, the way paint usually does. **FULL PHOTOS POSSIBLE:** Owners and sponsors can transfer images and logos directly onto sails. **FIRST USE:** *Shadow,* the 100-foot Comar at left, has an octopus with mosaiclike color layers and overlaid details. **LEARN HOW IT'S DONE:** *+64 9 820 9140; doylesails.co.nz*





DISTANCE READY

The Selene 42 Europa seems well suited for voyaging enthusiasts.

By John Wooldridge

THE COAST OF BAJA California from San Diego to La Paz. The coast of British Columbia from Seattle to the Broughton Islands. Around the northern end of Vancouver Island. These are just a few places I've had the pleasure to cruise aboard capable Selene trawlers from Jet Tern Marine.

Now Jet Tern's founder and naval architect, Howard Chen, has developed another Selene trawler yacht, the 42 Europa, that bears all the hallmarks of the Selene line — seakindly hulls, safe and workable deck layouts, handcrafted interiors and economical operation.

I had an opportunity to run a 42 Europa in the Atlantic just off Fort Lauderdale with Capt. Kiki Bosch from Luke Brown Yachts to see how it performed in open water. We had the good fortune to encounter sloppy conditions in the

Howard Chen's full-displacement hulls can handle open water with ease.

24

MONTHS TO DESIGN

Starting with the Selene Archer 42 hull, it took Howard Chen two years to bring this design to market, adding more volume and room than is found in some competitive designs.



SPACIOUS MASTER

The soft glow of Cantalupi recessed lights warms the teak bulkheads and furnishings found in the master cabin. Additional stowage is under the queen-size berth, and there's an aromatic, cedar-lined wardrobe as well.



The Galley

Granite or Corian countertops crown a galley that's made to entertain a crowd or feed a cruising family underway, with a three-burner Force 10 propane stove and oven, plus stowage above and below.

LEFT: COURTESY OF LASER ADVERTISING/CHARLES DAWTON, RIGHT: BILLY BLACK (2)

> HOWARD CHEN'S EXPERTISE WITH DISPLACEMENT HULLS WAS IMMEDIATELY OBVIOUS.

Port Everglades entrance, with a stiff onshore wind stacking up an ebbing flow that roiled the waters.

Chen's expertise with deep-draft (4 feet 8 inches), full-keel displacement hulls was immediately obvious. The 42's deep forefoot and sharp entry made quick work of cleaving the tall, closely packed waves, while the extra volume and flare forward made for a dry ride without excessive pitch. Power was a single, 180-horsepower John Deere 4045AFM85 diesel, which helped produce a top speed of 9.7 knots burning 9.5 gph. This yacht can cruise efficiently in the 7- to 8-knot range, with the engine burning just 4.2 to 6.5 gph.

A 740-gallon fuel capacity gives the 42 a theoretical range of 680 nautical miles, with a 10 percent fuel reserve, at top speed. Pull the throttle back to 8.2 knots and the range rises to 1,092 nm. This kind of efficiency means added safety prized by many distance cruisers.

The 42 has a large flybridge with an extension that overlaps the aft deck and the side decks well forward, leaving plenty of room to carry a RIB overhead. There's a comfortable bench and dinette for four abaft the twin helm chairs, and an outdoor locker opposite.

This yacht's interior is flawlessly fitted in hand-selected, straight-grain light teak, which integrates well with granite (or Corian) galley countertops and designer fabrics throughout. There's a comfortable seating and stowage area aft, as well as a long galley to port, just opposite the helm. A double helm bench seat is comfortable for one or two people, and the outward opening door to the starboard side deck is welcome when operating short-handed.

"The Luke Brown basic boat is well outfitted from the shipyard," Capt. Bosch said. "We also specify extras like a 9 kW genset, Side-Power 8 hp stern thruster, Cruisair reverse-cycle air conditioning, a fuel polisher and more. It's almost cruise-away ready—just add AV electronics, nav electronics, stabilizers and a dinghy."

Measuring almost 45 feet length overall and a beamy 14 feet 6 inches, the Selene 42 Europa has the size and build to go the distance.

Take the next step: selenedealersusa.com/usa-dealers

SIBLINGS

Other notable Selene trawlers



SELENE 49

The Selene 49, based on the Selene 48, has a deeper hull design with integral stern platform plus 10 inches more headroom in the engine room.



SELENE 62

She is well known for an interior fitted out in teak or cherry, granites and sumptuous fabrics chosen by renowned designer Ken Freivokh.

She'll love more storage.

This is the boat she'll say *Yes* to. FIND OUT WHY ON PAGE 68.

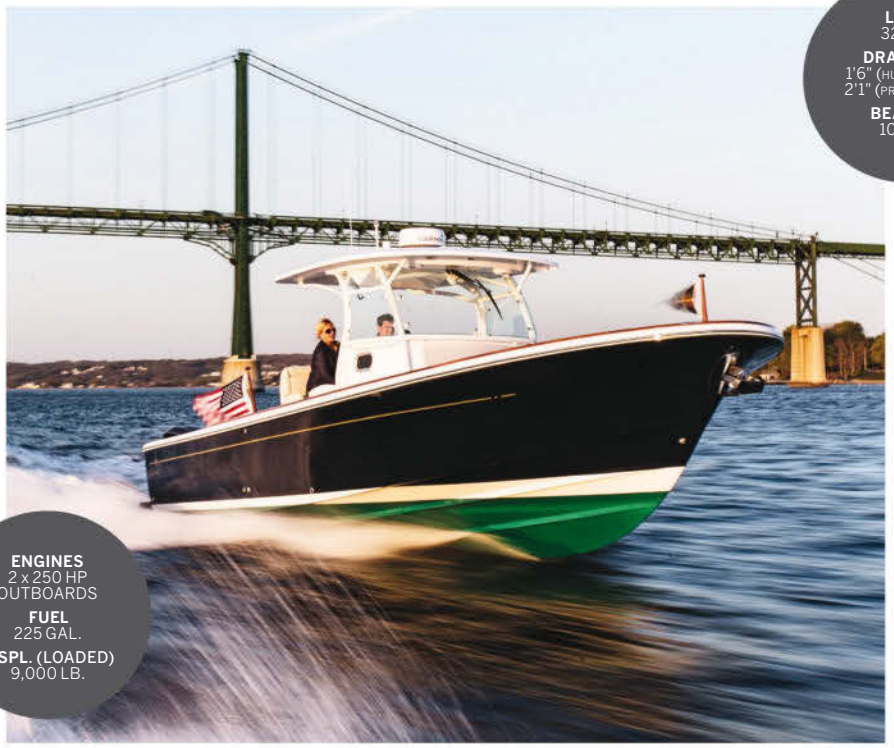
OPEN SEASON

Could Hunt Yachts' 32 Center Console become another classic?

By John Wooldridge

YOU WILL never forget your first ride in a Hunt yacht, no matter what the size. Each one feels secure in the roughest waters you care to dare. I've taken these boats across bays in a tall, stiff chop and ticked off coastal miles in 4- to 5-footers that few will even go out in. The ride is solid and balanced, all because of the deep-V as C. Raymond Hunt Associates imagined it — and that appears on the new 32cc. ● **ONLY ON THIS BOAT:** The 32cc blends Hunt Yachts' trademark style with the functionality of a day boat — one that fishes as well as it entertains. The expanded center-console, with its easy access aft-facing companionway leading below, is wide enough to protect three adults, and there's seating for a dozen people. ● **WHOM IT'S FOR:** A family of four with water-loving friends (which could be a fishing-serious family with angling friends). Each 32cc is customizable for specific needs. ● **PICTURE THIS:** You've spent a day on the water with family and friends. Dropping them at the dock, you head out for an evening of solo fishing. Inside the console, there's a mini galley, an enclosed head and a large single berth, which will serve you well overnight if a storm or dark of night keeps you out late. If you decide to make a run for it, the standard twin 250-horsepower outboards offer a 39-knot top speed.

Take the next step: $269,000; huntyachts.com.



LOA 32'1"
DRAFT 1'6" (HULL) 2'1" (PROP)
BEAM 10'6"

ENGINES 2 x 250 HP OUTBOARDS
FUEL 225 GAL.
DISPL. (LOADED) 9,000 LB.

C. Raymond Hunt's knifelike deep-V hull design offers an outstanding ride.

MEET RAY HUNT

The prolific designer's grandson can be found at Hunt Yachts in Portsmouth, Rhode Island, keeping the family legacy alive at the company.



Q: Which early Hunt designs are your favorites?
A: The 13-foot skiff that launched Boston Whaler and the Concordia Yawl (only 99 were built by Abeking & Rasmussen). Those are special boats.

Q: Did you spend time on the water with your grandfather?
A: Yes, on a 45-foot, twin-engine powerboat of his design, called *Yonder*, and on both a 110 and a 210 sailboat, which he also designed.

Q: When you get out on the water for fun, what do you like?
A: I own a Rhodes 19 sloop and race it competitively out of the New Bedford Yacht Club. That's where I learned to sail and where I eventually taught and headed up the racing program.

ONNE VAN DER WAL



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PHOTO © ONNE VAN DER WAL

RIVA 76
CRUISE-WORTHY COUPE

FINE POINTS



PALATIAL VIEW
A full-beam (18 feet 10 inches) amidships master stateroom provides owners an escape from the typical day. The portside sofa offers stunning vistas out expansive hull-side windows, while the vanity to starboard lets you prepare for dinner ashore.



THE GREAT ROOM
Teak steps lead from the transom to this cockpit dining space, which ties into the salon via large sliding doors. It's an ideal setup for a cocktail cruise.



SILVER SIREN

Riva's 76 is a skillful blend of refined lines, opulence, comfort and performance.
By Patrick Sciacca

LOA
75'5"
TOP SPEED
33 knots

IN A PHRASE, Riva's 76 is über chic. The perenially popular builder's elegant and sporty coupe meets performance-yacht enthusiasts at the intersection of form and function. This yacht's racy profile and sense of movement, even while dockside, comes via a collaboration between Mauro Michelli and Sergio Beretta from Officina Italiana Design, who help create the entire Riva range, and Ferretti's in-house engineers and product experts.



Her sharp-looking lines are accentuated by elongated windows along her hull side and superstructure. A dramatically raked, wide and sweeping forward windshield adds drama to her aesthetic while enhancing lower helm visibility and enabling natural light to brighten the interior space. As Michelli says when referring to the Riva 76's design mission, "Light, space, style."

Big family? Lots of friends? They can all be accommodated with myriad lounging spaces, including a comfy foredeck sun pad and a bench-seat lounge just abaft it, aft cockpit sun pad and the top sun deck.

Three staterooms, all with en suite heads, offer the cruising family abundant private space too.

Take the next step: riva-yacht.com

Twin 1,550-horsepower MANs should push the Riva 76 to a 29-knot cruise speed. Her metallic hull color is "moon grey."



EYES AROUND THE WORLD

Steiner's Commander Global C 7x50 binoculars are built for yachtsmen who want to go far.

By Kim Kavin

Plenty of binoculars come with an integrated analog compass, but Steiner says its Commander Global C 7x50 is the only option with a built-in digital compass — which means no need to adjust for magnetic-pull variations as you cruise the globe. Instead of needing a trio of binoculars for three regions, use this $3,099 all-in-one version. ● **SPORTS-AUTO FOCUS** Focus once on moving objects, and the binoculars do the rest. ● **OVERBOARD?** They're waterproof to a depth of 33 feet and have a floating neck strap. ● **STRONG AS SPACECRAFT** Steiner says the Makrolon housing can withstand 11 G's of impact. That's more than Apollo 16 on re-entry. *steiner-optics.com*

FOOTSTEPS

Going ashore at Ellis Island brings this boater closer to her family.

By Kim Kavin Photos by Lori Barbely



ON FEB. 1, 1905, a young Slovak named Jossef Galvanek arrived in New York City aboard *Slavonia*. According to the ship's manifest, he was 16 years old with $10 to his name, trying to reach his father in Carteret, New Jersey. The fact that Jossef's record exists at Ellis Island means he likely crossed the Atlantic as a passenger in steerage. Had he been in first or second class, he would've been able to skip the lines that sometimes grew as long as 5,000 immigrants per day.

A year later, on March 30, 1906, 18-year-old Anna Tomalla came from Hungary on *Rhein*. Her job was listed as servant, and she didn't have a penny. She too was bound for Carteret, and apparently desperate to get there. Her name is first on *Rhein*'s manifest.

They met at a dance, married and found work, Jossef as a butcher and Anna as a maid. When their son, Edward, was born in 1915, Jossef scolded Anna for talking to him in Slovak. At home, they both began speaking English so little Ed could excel at school. He became an engineer who, among other things, helped install saltwater-to-freshwater converters on the battleship *Missouri*.

Ed was a saver who rebuilt everything from vacuums to car engines, and he ultimately saved enough money to buy a lake house where his own children and grandchildren could play in



She'll love a real kitchen.

This is the boat she'll say *Yes* to. FIND OUT WHY ON PAGE 68.





the summers. He lined the dock with a ski boat, a Hobie Cat and a canoe. When I came along as his first grandchild in the 1970s, he built The Aquaplane — a rudimentary tow toy made of a long board, a few slats to support my heels and a rope for me to hold. Later, he added a Sunfish to the fleet so I could learn to sail.

On May 21, 2015, I stepped ashore on Ellis Island like so many boaters do, having docked at a Hudson River marina and taken the Statue Ferry for a tour. I walked into the room where Jossef and Anna once stood, not knowing each other or their futures in America. Tears welled in my eyes.

Their son Ed died a millionaire not long ago, and I, their great-granddaughter, now cruise on superyachts.

Not bad for the first 110 years and a $10 start in America.

WHAT TO DO

SLIPS AVAILABLE
The MarineMax Chelsea Pier Marina offers dock-and-dine slips as well as daily, weekly, monthly and seasonal rentals. Hail them on VHF Channel 68 or visit *marinemax.com* to make a reservation.

REGISTRY ROOM
The hall shown at right sometimes saw more than 5,000 immigrants entering each day. It had benches and gated lanes where entire families waited to see if they would be allowed into the United States.

THE NEW COLOSSUS
Liberty Island is right next to Ellis Island. Visitors can tour both in the same day or visit one and simply enjoy the view while cruising past the other.

GRAB A QUICK BITE
In addition to the Wichcraft sandwich shop, Chelsea Piers offers a pizza place and a full-service cafe with bar.

DOCK AND PLAY
The Chelsea Piers Entertainment Complex has bowling, skating, a driving range and a day spa, all available to transient boaters. Top Manhattan restaurants are within easy walking distance if you want to enjoy more than the quick bites offered on site.



MARINEMAX CHELSEA PIER MARINA
Transient boats up to 300 feet long are welcome at this 75-slip marina on the Hudson River.



HISTORY REBORN
Restoration of Ellis Island in the 1980s cost $160 million. Today, 2 million people visit annually.



LADY LIBERTY
Yes, you can visit the Statue of Liberty's crown, but tickets are advance-purchase only.



SIT FOR A SPELL
Wichcraft at Chelsea Piers prides itself on farm-to-table sandwich ingredients from artisan growers.



MANHATTAN PLAYGROUND
For boaters with kids, Chelsea Piers has miniature golf, bowling and family-first restaurants.



O IS FOR OPULENCE

ITALIAN FURNITURE. TERRACE VIEWS. CIRCULAR STAIRCASES. THIS IS HOW THE FIRST OWNER OF SANLORENZO'S NEW SD112 MEASURED UP HIS YACHT.

BY CHRIS CASWELL



There's no need to leave the open air for a luxurious escape. The comfortable helm seat and the flybridge hot tub sit where the views are best.

SANLORENZO'S COMPANY MOTTO SAYS IT ALL: "MADE TO MEASURE." SO A TEST AND REVIEW OF A YACHT FROM

Sanlorenzo has been building yachts since 1958. It created its first fiberglass vessel in 1985. The SD line, which includes the 112 seen here, launched in 2007 with the SD92. Today, the builder's composite yachts stretch to 126 feet in length. It also builds yachts in alloy starting at 131 feet in length and up to 203 feet.

this Italian builder is rarely about standard features because, well, the features aren't really standard. We like to think of Sanlorenzo as an Italian tailor, which made our introduction to *O*, the name of the first SD112, all the more revealing.

First you should know that the SD112 as a model fills a gap in the company line of semidisplacement yachts between the SD92 and SD122 (which recently was extended to 126 feet). The 112 is an entirely new hull, not a stretched or sawed-off version of an existing mold. And, judging by the casual comments of the captain of our test yacht — which was caught in the Gulf Stream in square-edged 6- to 8-footers on an early shakedown — it's as seaworthy as it is eyeworthy.

Sanlorenzo's design team created a profile that, at first glance, appears to be a well-proportioned two-deck yacht, but the SD112 is a trideck with a raised (or lowered) pilothouse and a sumptuous main-deck owner's suite.

The owner of *O* is an architect who arrived with a sheaf of ideas, and several changes were made from the base layout. For example, the SD series usually has curved doors from the afterdeck to the salon, but this owner wanted more deck space, so fully opening sliding doors were moved closer to the salon, allowing room for a hidden bar as well as a large TV in an open-air salon extension. In the salon, the owner and interior designer Marty Lowe drew from Italy's best furniture companies with Edra, Minotti and Paola Lenti sofas, and placed them within a light-and-bright decor of whites and Penelope Oggi leathers setting off the Tanganyika woodwork. There is no formal dining table, but instead, a stylish table can be placed between the two white couches that sit crossways here.

Those Edra couches are fascinating, using wedge-shaped backrests so guests can sit facing forward (toward a wall-mounted, 65-inch TV to create a two-row media room) or aft toward the stern. The wedges can also fit sideways, allowing guests to enjoy the opening terraces on each side (see "Open Spaces: A View from the Terrace"). It's another nod to Sanlorenzo's versatility, and, though I was prepared to disbelieve, it really is comfortable.

The owner's suite fills the forward section of the house with entry through a dressing area that resembles a Loro Piana boutique, with stitched suede covering drawers with pull tabs. An Hermès freestanding hat rack accents this area. The master head is paneled in soapstone, including the shower, and the vanity is also soapstone (see "Trending Now: Soapstone").

Three additional items are of note in the owner's suite. First, the wraparound windows give a 180-degree view forward and to the sides.



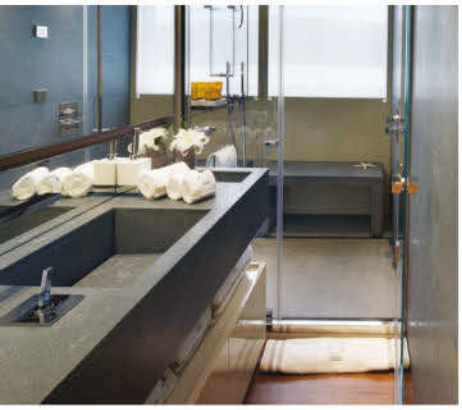
TRENDING NOW: SOAPSTONE

THE BACKGROUND We first heard of soapstone when the inmate in *The Shawshank Redemption* made a chess set with it. Interior yacht designer Marty Lowe says we'll be seeing it more often in galleys and heads, as on the Sanlorenzo SD112.

WHY IT WORKS Architectural-grade soapstone has three enviable properties. First, it doesn't stain. Second, it's acid-resistant so there are no worries about spilling lemon juice or vinegar. Third, it's heat-resistant, so you can put hot pans on the surface.

A LITTLE ADVICE The resilience of soapstone is why it's used for science lab counters, but it's softer than marble, so chefs should use a cutting board. Soapstone usually comes in gray but can be darkened with a few coatings of mineral oil. — *c.c.*

LEFT: ISTOCKPHOTO/JANUARY SMITH









Tanganyika is the wood of choice for *O*. This extended planked overhang (top) is chic. The master suite in the forward section of the house has great vistas.





If you prefer dinner with a view, the Sanlorenzo SD112's dining space will put a smile on your face in any direction you look.

THE OWNER'S SUITE FILLS THE FORWARD SECTION OF THE HOUSE, WITH ENTRY THROUGH A DRESSING AREA THAT RESEMBLES A LORO PIANA BOUTIQUE.

Crew quarters are forward and down from the pilothouse, with a captain's cabin plus a pair of bunk doubles, all en suite, and a crew mess with mini galley. A hydraulic transom door provides access to a garage vfor a tender and Jet Ski, although *O* carries just a small RIB. A Maiora launch is towed.

Worried about privacy? A discreet stainless-steel gate on each side deck behind the stateroom windows can be closed to alert the crew. Second is the planking behind the couch forward that gives the effect of a curved ship's hull, and third is a pantograph door opening to the side deck. This door provides access to a bow sitting area with a table for the owners.

Four guest cabins are on the lower deck and each is en suite, with mirror queen staterooms aft and a pair of twin cabins with pullmans forward, making this a good layout for extended families with children. Access to the lower accommodations as well as the upper-deck sky lounge is via a curved stairwell in the port entry foyer, and at first glance, it is a striking sculpture of polished stainless steel, glass and a three-deck bulkhead of soapstone "bricks" that create an interesting texture. When you use the stairwell, you discover there are no handrails. At all. This was the owner's design, and Sanlorenzo will of course add handrails on future builds if owners want them.

The pilothouse is three steps below the sky lounge level and separated by a bulkhead to minimize distractions. *O*'s captain has a handy office to port with desk, files and a swivel chair, and a settee is to starboard. Aboard this SD112, Simrad electronics in a three-monitor package was the gear of choice, as were CMC electric stabilizers to avoid piping hydraulic fluid through the yacht.

The sky lounge is relaxing, with nubby Angiuoni fabrics on the couches and a planked wood overhead as a reminder that this is a yacht, not some New York penthouse. A partially covered afterdeck has a table for alfresco meals plus access to the flybridge. One of the design features I liked is the faux funnel that provides a good-looking mount for the electronics while remaining classic in style. Just forward is a spa surrounded by seating and sun pads, while the afterdeck is open for chaises and couches made for kicking back.

Power for this SD112 is a pair of 1,450-horsepower Caterpillar C32s (detuned from 1,600 horsepower), which reduces the maximum rpm from 2,350 to 2,150. Given reasonable care, these engines should run forever under these loads.

Yet *O* is no slouch when it comes to speed, topping out around 17 knots and having an extended range of 2,750 nautical miles at 11 knots, giving her long legs for cruising. Construction on the SD112 is superlative, with flawless joinerwork, hand-stitched leathers that practically shout Italian craftsmanship and metalwork that is pure eye candy.

Six SD112s have already been sold, with three of them well into construction, which in Sanlorenzo terminology means they're currently being "made to measure" for their future owners.

Take the next step: sanlorenzoamericas.com



RIGHT: ISTOCKPHOTO/FOTOFLY

OPEN SPACES: A VIEW FROM THE TERRACE

I admit that, at first, I wasn't too thrilled with the idea of part of the Sanlorenzo SD112's bulwarks folding out, *Transformers*-style, to become a sitting area. But on *O*, the two fold-out sections are quite the delight, even if you never move chairs to a terrace for a glass of wine at sunset. The Sanlorenzo 112's terraces don't have all the usual hydraulic clutter of tubing and pumps on display, either: They're clean, and the sliding doors open wide. Imagine, both terraces and doors open wide, with dinner being served in the salon among the gentle sea breezes and the epic views. And then comes the unexpected pleasure of the moonlit water reflecting in the mirrors over the dining table. I'm a believer.— *c.c.*



ISTOCKPHOTO.COM/MLENNY

THEIR **OWN** WAY

THREE INTREPID TRAWLER OWNERS SHARE THEIR MOST MEMORABLE PASSAGES AND THE LESSONS THEY LEARNED ALONG THE WAY.

AS TOLD TO JAKE LAMB AND ROBERT STEPHENS



"IT WASN'T WHAT WE PLANNED AT ALL."

– JULIE NARIMAN, on their crossing to the Azores (above)



OUR MOST EPIC ADVENTURE



BILLY BLACK

BEATING TROPICAL STORM ANA ALONG THE CAROLINA COAST

WHO: *Diana and Les Shapiro* **FROM:** *Sarasota, Florida* **TRAWLER:** *Outer Reef 630*



WE ALWAYS HAVE ON BOARD:
Kodi. Now 7, our yellow Labrador retriever understands at least 120 verbal commands with a vocabulary of more than 175 words.

THE BIG QUESTION facing us on the morning Tropical Storm Ana approached was whether to run the Intracoastal Waterway from Morehead City, North Carolina, to Norfolk, Virginia, wait out the storm, or head out into the Atlantic and try to outrun it. We trusted our Outer Reef, *Guided Discovery*, and chose the Atlantic. Some perspective: On another trip, we'd encountered a frontal passage at Cape Hatteras, and within 20 minutes the winds were gusting up to 54 knots. All of a sudden there were 7- to 9-foot waves and it was 10 o'clock at night.

In this case, Ana's winds were gusting above 60 knots nearly 100 miles to our south. Even with a fairly good forecast we knew we'd have about 12 hours of heavy seas. And then once we rounded Cape Hatteras it was forecast to diminish. That's exactly what happened. We encountered 10- to 12-foot waves on a southeasterly heading going around Diamond Shoal. Fortunately the wave period was between seven and nine seconds — we sat there counting the seconds. We took a lot of spray, but *Guided Discovery* never buried her nose.

Three hours after rounding Cape Hatteras we were in 3- to 4-footers. The sun was setting. It was lovely. Not many people get to test the outer limits of a boat safely. I've now seen this one handle 10 to 12 feet on at least two points of sail. Outer Reef says they can do 18 feet, but I don't think I ever want to go and find that out. ● **LESSON LEARNED:** Be conservative in rough conditions, even if you think the boat can handle it. Should something go wrong, you're all by yourself, possibly miles from help. ● **YOU'D NEVER KNOW:** In September 2014 we sold our Chicago property to live full time at sea, with two permanent slips in Florida and Massachusetts. – *J.L.*





Guided Discovery was the first long-range motoryacht version of the Outer Reef 630 commissioned in the United States.



OUR MOST EPIC ADVENTURE

SEEING ALL CORNERS OF THE WORLD DURING A SIX-YEAR CIRCUMNAVIGATION

WHO: *Tom, Kim and Emily Lawler* **FROM:** *Ludlow, Massachusetts* **TRAWLER:** *Nordhavn 46*



WE ALWAYS HAVE ON BOARD:

Blow-up globes of the world (a $2 pool toy). On this trip we'd use a marker to show village children where they live and where we're from. We'd also seek out the village elder and present soccer balls.

When we left home for our new life on the oceans aboard Emily Grace, our 8-year-old daughter, also Emily, was too scared to put her head underwater. That changed pretty quickly. Emily would soon be swimming with dolphins in the Caribbean, sea lions in Galápagos and sharks in Samoa.

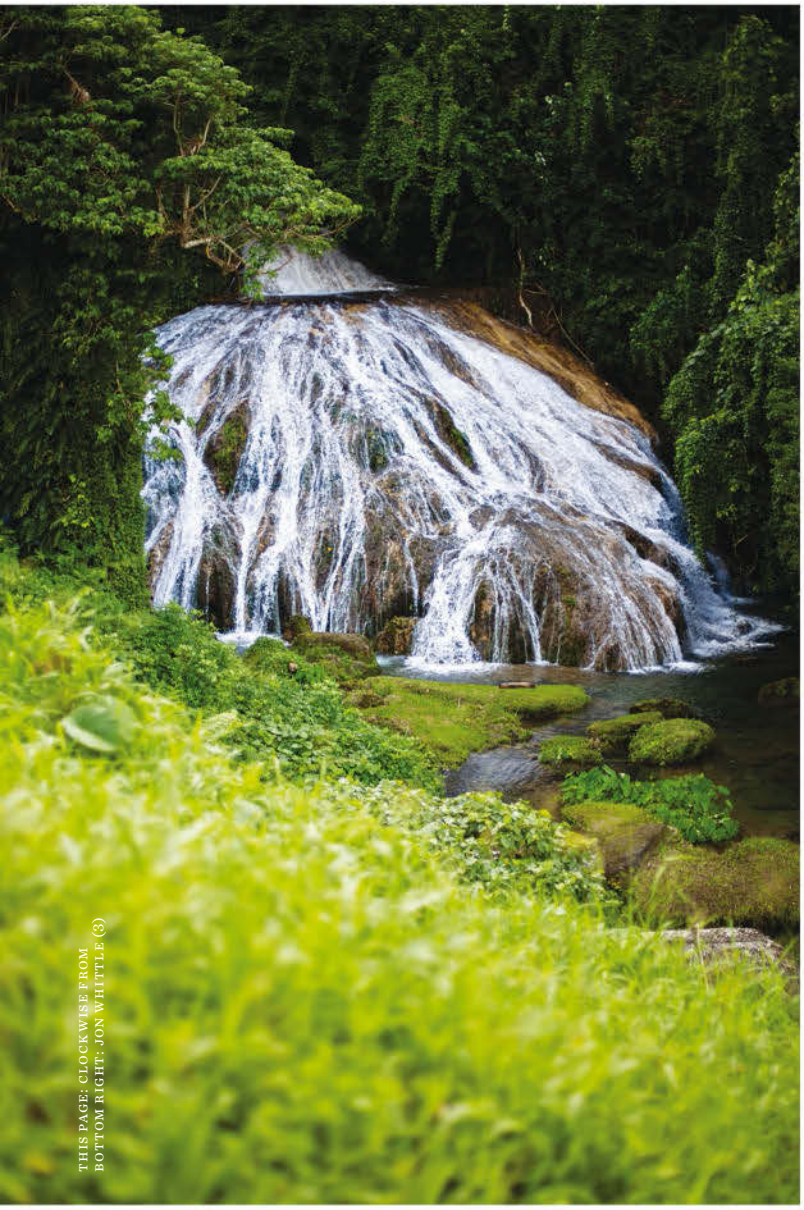
What really stuck with us, though, was our time among the most remote islands in the South Pacific. The three of us decided to dink ashore to an atoll called Awai (near Vanuatu but not recognized by Google). When we stepped foot onto the island, a local man greeted us and then led us around to his village on the other (windward) side of the island, away from our anchorage near two other yachts. In the village were several structures for cooking, and drinking kava, and even a small church with ancestors buried just outside. Only one extended family lived on the entire atoll.

The local man showed me a transponder buoy he'd found. It had broken free from a longline fishing rig and contained a battery, solar panel, LED lights, transponder and GPS. I asked another traveling cruiser in the anchorage if he could help us rewire some of the parts to give this man his first solar light.

When we disassembled the buoy, we found that the battery was still working. I donated some tinned wire and a toggle switch to the project, which we completed the next day. We mounted the LED inside half a coconut shell along with my on-off toggle switch. This all hung from the thatched roof and was wired to the solar panel and battery still inside the waterproof buoy. As you can guess, there was a lot of sunshine to charge the battery during the day. That evening the man and his family had their first night light. It had to be one of the most satisfying moments of our six-year journey. ● **LESSON LEARNED:** Never let stories from other people scare you away from an adventure. Be encouraged by the lure of new experiences and prospects of meeting wonderful people. ● **YOU'D NEVER KNOW:** Emily was too afraid to put her head underwater when we left. By the time we arrived in the Caribbean on the way home, she was free-diving to 45 feet to collect shells. – *R.S.*









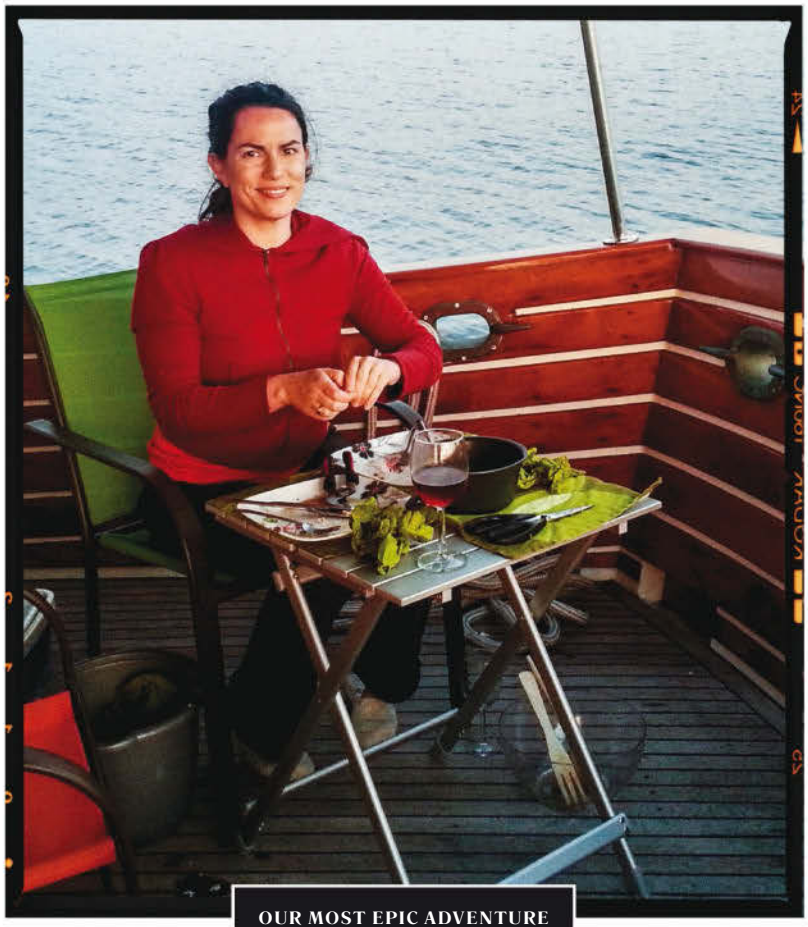






THIS PAGE: CLOCKWISE FROM BOTTOM RIGHT: JON WHITTLE (3)

The sparsely populated islands around Vanuatu are full of wonders, which made venturing inside the most rewarding part of a six-year voyage.



OUR MOST EPIC ADVENTURE



RIGHT, CLOCKWISE FROM TOP: ZACH STOVALL

AN UNEXPECTED TRANSATLANTIC VOYAGE TO THE AZORES AND BEYOND

WHO: *Julie Nariman and Richard Bost* **FROM:** *New York City* **TRAWLER:** *Kadey-Krogen 42*



WE ALWAYS HAVE ON BOARD: Wine. We wouldn't have left on any passage without it. On this trip we left with a case of Portuguese *vinho verde*, Casal Garcia.

IT WASN'T WHAT we planned at all; I was never supposed to cross the Atlantic with Richard. This was Richard's dream. The original idea was that Richard would take the boat with friends all the way to Newfoundland and then to Iceland. I would meet him there and then we'd go to Norway.

Then things started to change shortly before Richard was supposed to leave. Everyone who was going started dropping like flies. "I can't do this. I'm so busy. I can't go. I got a new job."

About a month before departure I told Richard that if no one else would go with him, I'd do it. And that totally transformed the trip. Because of icebergs in the North Atlantic we altered our course. Instead of going to Newfoundland, we'd cross straight to the Azores. Honestly, the weather wasn't so great through the Atlantic. We didn't see a lot — a couple of whales every few days. But it was so peaceful. That's what I'll always remember. It was hard to picture we were on an ocean. We'd look around and it felt like we were on a giant lake.

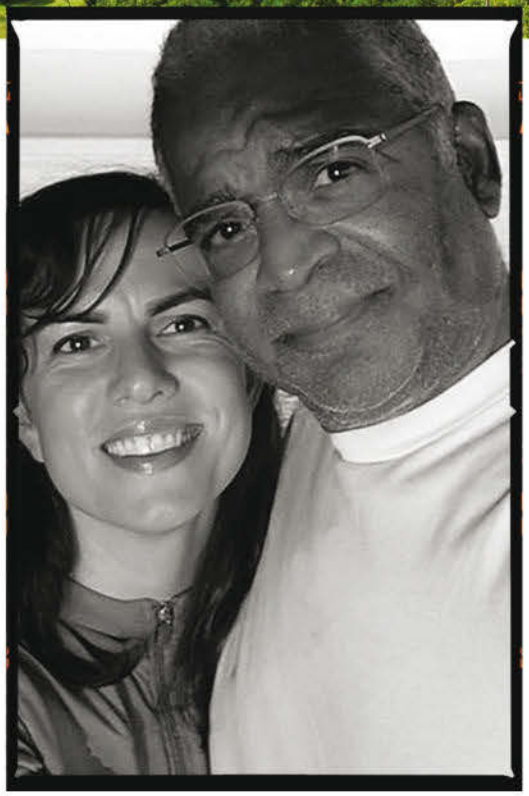
That's when we realized, with boats, most of the stressful things happen close to shore. Our joke was that once we actually arrived in the Azores the hardest part of the entire trip was docking in this tiny marina. Getting across the Atlantic? It was relatively easy. ● **LESSON LEARNED:** Richard was always collecting spare parts, and it made him really well prepared to repair anything on our journey. You can never have too many spare parts. ● **YOU'D NEVER KNOW:** The Kadey-Krogen is our first boat and we've only owned her for two years. We even did a four-day trawler school in Fort Lauderdale to make sure I'd like the lifestyle. Obviously, I did, so we decided now was the time to follow Richard's dream. – *J.L.*

MORE ADVENTURES: *yachtingmagazine.com*







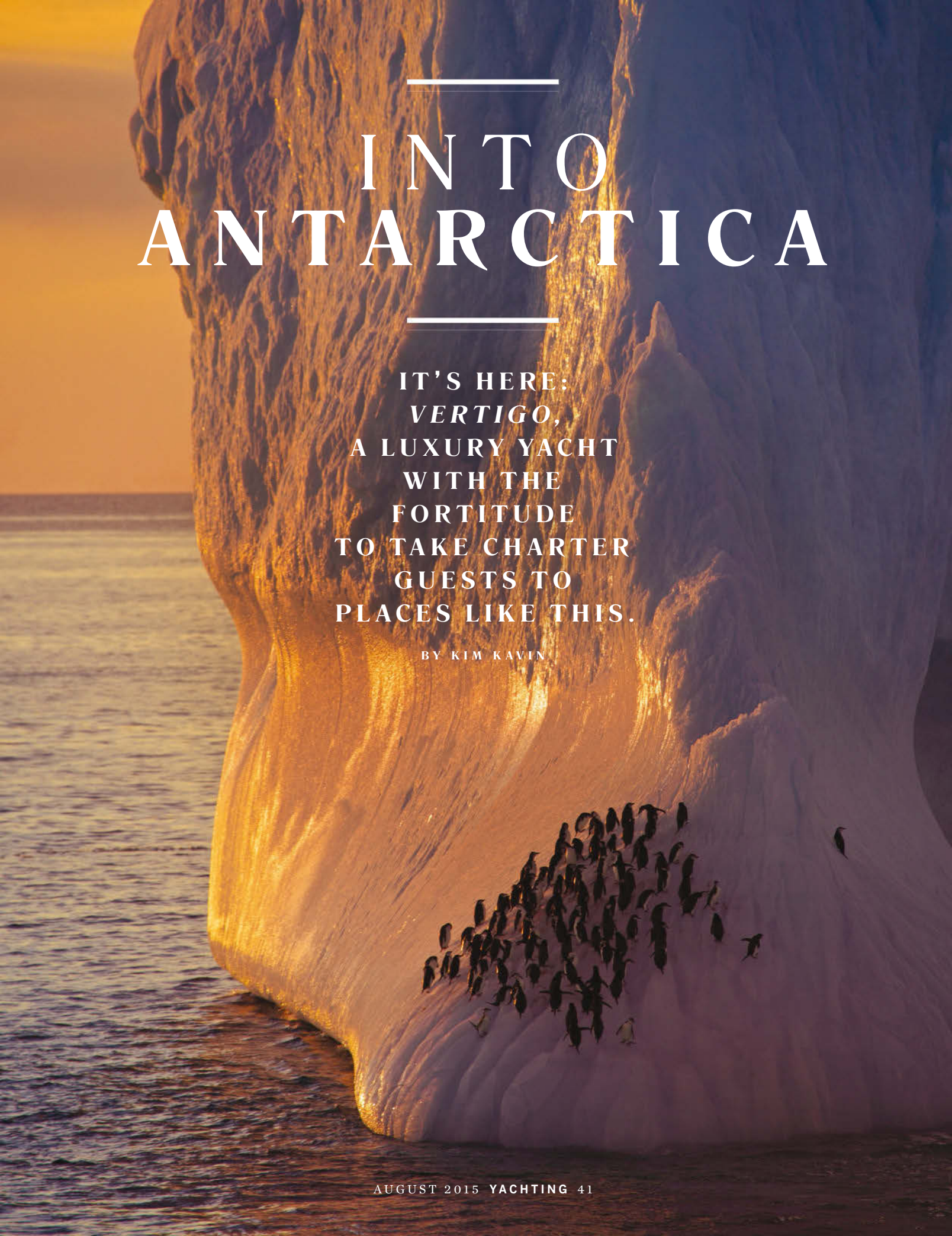




Richard continued on to Ireland with the boat after our unplanned — and amazing — time in the Azores. I reluctantly returned home for work.



The outdoor dining area aboard *Vertigo* allows guests to eat, drink and mingle with some of the world's most jaw-dropping natural wonders.



INTO ANTARCTICA

IT'S HERE: *VERTIGO*, A LUXURY YACHT WITH THE FORTITUDE TO TAKE CHARTER GUESTS TO PLACES LIKE THIS.

BY KIM KAVIN

BEN LYONS STEPPED FROM THE TENDER

onto the beach, squarely in the footsteps of the legendary explorer Sir Ernest Shackleton. Being so close to the Antarctic Circle, you'd think the chill in the air would have dominated Lyons' senses, but instead it was the sounds that overwhelmed him: layer upon layer of trumpet blasts. Their source? King penguins. Some 200,000 of them blended together like grains of sand, actually *becoming* the landscape as far as Lyons could see on South Georgia Island.

"There are plenty of places where you can see wildlife in the world," says Lyons, whose company, EYOS Expeditions, specializes in remote yacht expeditions, "but none of them are like this."



EXTENDED FAMILY Juvenile king penguins look bushy next to their adult counterparts — all 200,000 or so of them who live on South Georgia near Antarctica.

The penguins on this day were part of a bigger scene. Elephant seals had begun to battle. Lyons turned to watch the behemoths — which can grow to more than 20 feet and 8,800 pounds — throwing around their considerable weight. Each wants a harem of 40 to 50 females during breeding season, and he doesn't care how many puny, 200-pound humans are watching when he establishes his turf.

Lyons stood motionless, mesmerized not only by the heavyweight posturing, but also by the roars, which reverberated across the beach like nothing man-made ever could.

"South Georgia is wildlife on steroids," says Lyons, whose job takes him to many remote cruising destinations, including the Galápagos Islands about 600 miles west of Ecuador. "I love Galápagos, but this is Galápagos off the charts."

Lyons is reliving his most exciting days on South Georgia and Antarctica, about 2,500 miles to its south, because he is preparing to help a new group of charter guests share the same experiences. From this November through February 2016, his team will be working with the 220-foot Alloy *Vertigo*, a Philippe Briand design that was built in 2011 and has spent the past four years cruising the South Pacific, Asia, the Mediterranean and the Caribbean. Now, after 100,000 miles of exploring, *Vertigo*'s two captains and thrill-seeking crew are preparing for what they consider the charter trips of a lifetime, to the world's most exotic cold-weather region.

Really, it's a once-in-a-lifetime opportunity.

"THERE ARE PLENTY OF PLACES WHERE YOU CAN SEE WILDLIFE IN THE WORLD, BUT NONE ARE LIKE THIS."

PREVIOUS SPREAD, RIGHT: MOGENSTROLLE (ISTOCK)



Note the flush deck from bow to stern aboard *Vertigo.* The owner wanted no hardware where guests might stub toes. Even the windlass is concealed.

LIFE ON THE EDGE: SHORE EXCURSIONS

To enjoy the full experience of a Vertigo *charter in the Southern Ocean, itineraries of two to three weeks are the way to go. The extra time will also provide a buffer if weather becomes an issue.*



1.

SWIMMING HOLE

Deception Island is a flooded volcano caldera that's heated from below, so the water is tolerable to swimmers at the surface.



2.

LOCAL ROYALTY

Emperor penguins and their juveniles can sometimes be seen on rocks and ice floes during winter near the Antarctica Peninsula.



3.

A HERO'S GRAVE

Explorer Ernest Shackleton is buried on South Georgia, where he returned after his infamous *Endurance* expedition.



4.

SAY AAAAH

You can get *really* close to elephant seals in the Falklands on a 21-day trip. Be warned: They have no fear of humans with cameras.



PUNTA ARENAS, CHILE

Most itineraries will begin more than 700 miles away from *Vertigo* in Punta Arenas, Chile. The yacht will be based at King George Island or Antarctica, across the Drake Passage, and charter guests can skip that rough crossing by having their private or commercial flight land in Chile. They then join a chartered flight that is specially outfitted to land on the Antarctica runway, a 90-minute sojourn that Ben Lyons calls "the most exclusive transcontinental flight in the world."

"I don't think *Vertigo* will do Antarctica again," says Capt. Barry de Kock, who rotates duties at the helm with Capt. Shane Quinlan. "If anyone wants to charter a big sailing boat down there, this will be it."

Vertigo is one of the world's most luxurious and technologically advanced sailing yachts for charter, but even she needs some tweaking before heading to the Antarctic Circle. As of this writing, Lyons and his team were overseeing cold-water vessel prep (including heaters on some fuel lines). They have to ensure proper tenders are aboard. ("Those million-dollar tenders that look good in Monaco usually aren't the best in a place like Antarctica," Lyons says.) Then there's the staffing of expedition leaders for the excursions by foot, kayak and tender.

No, *Vertigo* will not be the first sailing yacht to venture into these waters, but those who are close to her say she will be arguably the most modern and well equipped, even without an ice-breaking hull.

"Sailing yachts are, by their nature, built to take extreme loads, often more so than motoryachts," says Tom DeBuse, director of charter management at Y.CO. "There are far-smaller sailing yachts plying these waters every summer season."

Vertigo's owner, like most yacht owners who visit Antarctica, plans to use some of the four-month seasonal time frame for his own expeditions. But he's leaving a few weeks open for select charter clients.

"We're talking two months, at best, to play with," de Kock says. "If a charter takes three weeks, we get two of those, and that's it. We're done. There aren't a lot of slots available."

Two to three weeks per charter are necessary, de Kock and Lyons say, to reach the most remote locations, and because the cruising terrain requires adjustments to the wind and waves as well as to the ever-shifting ice floes, which can force delays.

The excursions are big draws. At Deception Island, which is a flooded volcano caldera, guests can float on the Antarctic Sea, surrounded by glacial ice with warm currents coming from the hot rocks below.

"You enter through this narrow channel," Lyons says. "Earlier explorers would have sailed right past it. All of the sudden you go through and there are whaling ruins and a thin trickle of volcanically warmed water. The first 6 inches or so of water are warmer. You can't really swim, but you can wallow."

In the Weddell Sea, entire days can be spent exploring by tender or kayak in "Iceberg Alley." Charter guests can grab thousand-year-old chunks of ice that *Vertigo*'s crew will later mix in an Old Fashioned glass with a favorite liquor.

"That's where you might find some of the spectacular tabular icebergs, which have broken off from an ice shelf and could be a half-mile or a mile long," Lyons says. "There's a tremendous procession of these huge, fantastic shapes. They're just immense, up to 400 feet deep, some of them."

At Detaille Island — just past the Antarctic Circle — is the chance to visit a deserted British base that has been untouched since the 1950s, and that today sits like a fly in amber, preserved far beyond the reach of civilization.

EASY ENTRY

Vertigo has three boarding platforms (port, starboard and aft) so guests can enter and exit the water from any angle and be protected from wind.

ART, REDEFINED

The bulkheads aboard *Vertigo* are noticeably free of artwork. The owner and designer felt the yacht was art in and of herself.





OPPOSITE: JON WHITTLE (PHOTO 2)

DESTINATION: ADVENTURE

Swim with sharks. Marvel at tortoises hundreds of years old. Scuba dive with giant manta rays. These are the top charter locales for those who want an experience with that lobster dinner.



RAJA AMPAT: INDONESIA AT ITS WILDEST

Two spectacular regions are beginning to open up for charter in Indonesia: Raja Ampat and Komodo. In Raja Ampat, economic development still centers around pearl farming and self-sustaining villages. If you want to see rarely touched reefs teeming with marine life, this is arguably one of the best destinations on Earth.

BEST TIME TO GO: October through April for Raja Ampat



TAHITI: THE HUB OF FRENCH POLYNESIA

Adventure-seeking charter clients are finding more options each year in the South Pacific, specifically in Tahiti and the Society Islands. One-way itineraries can start on Tahiti's main island and end at Bora Bora, with excursions to swim with manta rays and dive with sharks. Be prepared to see coral heads the size of Fiats.

BEST TIME TO GO: June through September



SEYCHELLES: SCULPTURES ON THE BEACHES

Plenty of destinations offer beautiful beaches, but the Seychelles archipelago in the Indian Ocean has rock landscapes unlike any other, all along the waterfront. Anse Source d'Argent has towering rock formations that play so much with light and shadow that it is widely reported to be the most photographed beach on the planet.

BEST TIME TO GO: November through April



GALÁPAGOS: WHERE ODD CREATURES RULE

What made the Galápagos Islands so fascinating to Charles Darwin in the 1800s is what makes them a bucket-list destination today. Giant tortoises, blue-footed boobies, those famous finches — all of them are still here, and still unafraid of people. Step off your yacht and onto the beach, and a sea lion just may sit next to you and pose.

BEST TIME TO GO: Year-round

"The base is just left there as if somebody went out for lunch," Lyons says. "They quickly had to abandon the base, so there are a lot of old artifacts there. I remember old telegrams and weather reports still lying about, cans of food that are left over."

In Marguerite Bay, guests will have 24 hours of sunlight to explore the southernmost elephant seal colony known to man. While on the beach in South Georgia, there might be 2,000 elephant seals, here there might be only 20 to 50.

"Very few commercial ships that worked in Antarctica got that far south," Lyons says of Marguerite Bay. "You feel like you're completely removed from everything. Even in Antarctica, only the most adventurous folks get down that far."

It's about three days of cruising from there up to South Georgia, where those hundreds of thousands of penguins dominate the scene. The route crosses the same waters that made Shackleton and his crew legendary as early marine explorers. *Vertigo*, of course, offers quite a few more creature comforts than those seafarers enjoyed in 1915.

Start with the fully enclosable aft deck, tailor-made for dining with near-water-level views of the scenery all around. Then move indoors for lounging on Christian Liaigre-selected furnishings. And there's the small classroom forward of the salon with its own television and white board. The owner uses the classroom space for cruising with his children and their teacher, but charter guests can take lessons on local wildlife and geology (while nibbling on gourmet canapés, of course) before making landfall at South Georgia.

The lessons aboard the yacht will make encounters in South Georgia all the more meaningful. There, days ashore can include those up-close interactions with the king penguins and elephant seals. Then there's a stop at Grytviken, near Shackleton's final resting place, and an abandoned whaling station with a museum.

It's unusual to be aboard a charter yacht with the nearest hint of a crowd thousands of miles away. This itinerary is the definition of remote. All of South Georgia is home to only 40 or 50 people, most of them at the British Antarctic Survey research station. *Vertigo* and her 10 to 12 guests, plus her crew, can nearly double the number of human beings at the outpost during certain times of the year.

The sheer uniqueness of being there, Lyons says, is what makes yacht charters so memorable.

"No other destination will leave our guests as fundamentally changed and affected as a trip into Antarctica or South Georgia," he says. "That may sound over the top, but it's true."

This comes from a man who's stood there, with penguins playing at his feet and elephant seals fighting within a few yards. The place is more than ice formations on the bottom side of the world.

"Antarctica leaves people looking at things in a different light," he says. "It's just that powerful."

Take the next step: *The lowest weekly base rate is 350,000 euros (about $389,000 at press time) to charter* Vertigo *in Antarctica. Visit www.y.co for details.*

SECRET PASSAGE

Steam showers aboard yachts are nothing new, but the owner of *Vertigo* went one step better: He installed a private passageway from the tender garage to the master cabin head, for easy access when the tender returns and he wants a hot shower.



Note the porthole behind the door handle in the photo. A shade can be lowered for privacy, or guests can enjoy outdoor views from the shower.

OPPOSITE: CLOCKWISE FROM TOP LEFT: PRAMONO/ALCIBBUM PHOTOGRAPHY, JON WHITTLE, ZACH STOVALL, JON WHITTLE



The *Mar Mostro* crew knew the Atlantic would present some unforeseen challenges, but one such test was beyond their imagination.



SAFETY GEAR AND FLAT-OUT BOATING SMARTS STOOD BETWEEN THESE MEN AND UNSPEAKABLE CATASTROPHE.

EVERYTHING WAS PERFECT

The competition was safely astern. A fresh 25-knot breeze was piping over the port quarter, and *Mar Mostro* — Puma Ocean Racing's entrant in the 2011-12 Volvo Ocean Race — was smoking along under a full sail from Alicante, Spain (and the race's start) to Cape Town, South Africa. Skipper Ken Read had just come off watch when his ears were jarred. Bang! The noise sang out from the rig. *Mar Mostro* stood up on her lines as boat speed plummeted from 23 knots to zero. "The mast is down! The mast is down!" shouted crew member Ryan Godfrey from the cockpit. The sailors could barely react before the stopwatch to salvage their race campaign, and perhaps much more, started. ›

BY DAVID SCHMIDT

BOATERS IN THE 21st century live in a world that makes 1990 seem like it was 125 years ago. We have round-the-clock satellite communication, EPIRB-signal monitoring and — at least in U.S. waters — world-class rescue services. While this technology provides a wider safety net, the only way to ensure real safety and sustainability at sea is with know-how and a combination of new and well-tested safety gear. That's what immediately came into play for the crew of *Mar Mostro*.

Despite their predicament, Read and company never relinquished their passion to finish the race, one they'd devoted five years to attempting. That kind of resolve might have been their greatest asset as they pressed on toward Cape Town. They also had assistance at hand, literally.

"It was kind of weird," Read says. "Because the first thing we did was get on the phone."

Thirty years ago, Read and his crew would have had to use single-sideband radio. But in this case they were the beneficiaries of satellite communication technologies that allowed them to make instant contact with shore support from deep in the south Atlantic Ocean.

Telephones lit up on multiple coasts. Puma Ocean Racing's shore team received a call in Newport, Rhode Island. So did Volvo Ocean Race officials in Spain and Berg Propulsion (a sponsor) in Gothenburg, Sweden. Family and friends of the multinational crew were alerted too. International maritime traffic sprang into action. Sourcing diesel was Read's primary concern since *Mar Mostro* required fuel to power everything from the satcom to the watermaker. Read's crew had only 36 to 48 hours worth of diesel remaining.

Here the team was, 660 miles from the nearest speck of land: Tristan da Cunha (population: 275), the world's most remote inhabited archipelago, where supplies arrive via cargo ship four times a year.

But the wheels were in motion. The team's backup rig, which was in Rhode Island, began its 747-aided migration to Cape Town. After consulting with race officials, the team issued a pan-pan. The captain of a Russian-flagged cargo ship received the message and diverted his vessel 100 miles to transfer 1,000 liters of diesel to the stricken race boat.

The fuel arrived 18 hours after Read's initial call, kindling a glimmer of hope.

"One of the scariest moments," Read says, "was being tied up next to this massive steel building, in our little carbon-fiber boat, in the middle of the ocean, trying to get fuel aboard — via rope — from 200 feet in the air."

Two and a half days later, the team was welcomed on Tristan da Cunha, where it remained for five days. A ship was dispatched from Durban, South Africa, and upon its arrival, Read watched in suspense as *Mar Mostro* was hoisted onto the cargo deck and lowered into her cradle, the crew syncopating their moves with the 6-foot swell.

The team spent five days en route to Cape Town scrutinizing its broken rig.

"The weak link was a hanger pin that held a port shroud," Read says. "It was always going to end in tears."

Miraculously, the team arrived in Cape Town in time for the in-port racing and the start of the race's second leg. It eventually made history by reaching the podium (third, overall) seven months later, despite not having finished the first offshore leg under sail. Had it not been for the team's satellite communication system, there's no telling how it might have ended for the *Mar Mostro* crew.

MISSION-CRITICAL GEAR
Man-overboard devices like EPIRBs and personal locator beacons are vital, but simple tools saved the day for crews of *Mar Mostro* and *Everest Horizontal*.



HEADLAMP
If the crew of *Everest Horizontal* hadn't had waterproof headlamps, it might have been impossible to safely operate the flares that saved them.

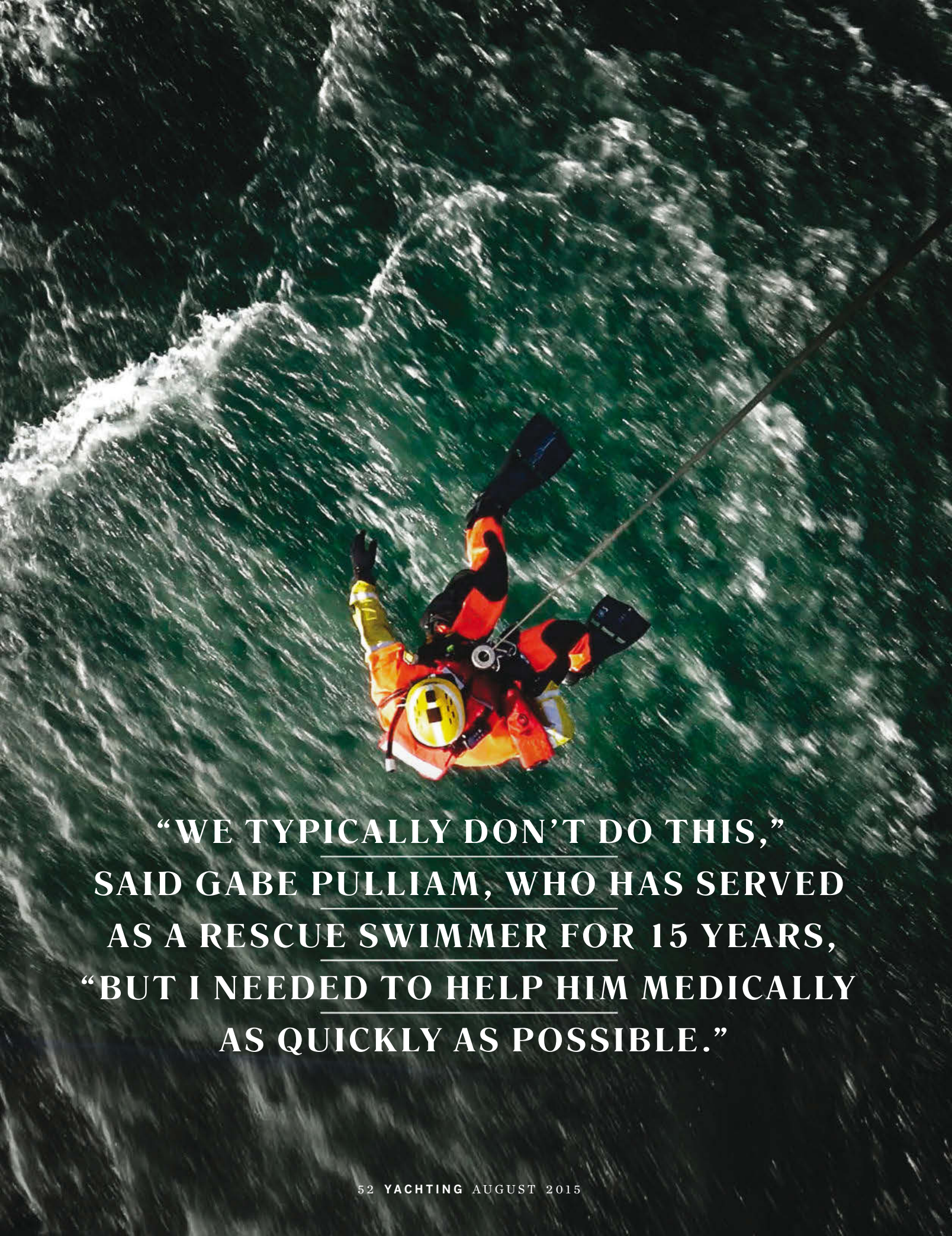


"IT WAS KIND OF WEIRD. THE FIRST THING WE DID WAS GET ON THE PHONE."

LEFT, BOTTOM: MEGHAN SEPE, RIGHT: AMORY ROSS



BEAUTIFUL SIGHT
Ken Read (opposite) and his crew were able to make it to the tiny island of Tristan de Cunha because of their savvy and powerful communications.



“WE TYPICALLY DON’T DO THIS,” SAID GABE PULLIAM, WHO HAS SERVED AS A RESCUE SWIMMER FOR 15 YEARS, “BUT I NEEDED TO HELP HIM MEDICALLY AS QUICKLY AS POSSIBLE.”

THE TROUBLESHOOTER

Tim Kent had every reason to feel confident. He and co-skipper Rick McKenna were settling into a fast night of close-reaching, 110 miles north of Bermuda in 25 to 30 knots of air. Even better, professional oceanographer Jenifer Clark predicted that a favorable Gulf Stream eddy would give a boost to *Everest Horizontal*, Kent's Jim Antrim-designed Open 50, during the first night of the 2003 Bermuda One-Two, en route to Newport, Rhode Island.

Two months earlier, Kent and the boat had completed the Around Alone solo circumnavigation race. While *Everest Horizontal* had suffered a hard grounding during a tow into Tauranga, New Zealand, the boat had fared fine all the way home. Now they were moving with ease, and with Clark's encouraging report still in hand.

Until ... *boom*!

Everest Horizontal rounded up, and Kent instinctively moved to the autopilot. No such luck. A glance over the side revealed the keel strut unburdened of its 4,200-pound keel bulb. The boat no longer had ballast. Within 90 seconds it capsized. Kent grabbed the ditch bag containing the boat's SOLAS flares. McKenna reached for the EPIRB and handheld VHF radio. They were now in the ocean.

"It was rough, and blowing hard," Kent recalls.

They clambered aboard the slippery, upturned hull, each man clinging to a rudder. Just as the true severity of their predicament registered, a large figure loomed on the horizon: a Royal Caribbean cruise ship. Using his waterproof headlamp — a piece of mission-critical gear, says Kent — to read the instructions, Kent loosed a flare to attract attention. He quickly followed this with a volley of additional flares, which punctuated the night sky.

"By the time I fired off the second flare, the ship had already turned toward us," Kent says. About 90 minutes later, Kent was aboard the *Nordic Express*, surprised to find that the captain employed the same Jenifer Clark-produced Gulf Stream analysis that he had been using. Kent's next call was to a still-sleepy-eyed Clark to thank her for saving his life: If her analysis hadn't directed all actors to the same stage corner, the end result would have been far more serious.



VHF RADIO
VHF radios are the most effective way to facilitate ship-to-ship communication. VHFs were critical to coordinating the fuel transfer that saved *Mar Mostro*.



SATCOM
Satellite communication lets yachtsmen call for help from anywhere (system depending). At the Volvo Race, most boats were equipped with a Sailor Fleet-Broadband antenna and Cobham satcom.

Kent says grabbing the safety flares was the smartest thing he and McKenna did before going swimming. "It never occurred to me that I'd need to be rescued at sea. But if you do, a Royal Caribbean cruise ship is a nice place to wind up."

THE RESCUE MAN

Gabe Pulliam is one of a kind. Make that one of 370. That's how many U.S. Coast Guard rescue swimmers there are, which is why he gets called into the most dire situations — like the one involving an injured sailor 45 miles off Big Sur, California, not long ago.

On that night, a thick fog conspired against Pulliam and his team of two pilots and one flight mechanic. Their helicopter's fuel was low. Visibility was horrible. Seas of 15 feet complicated matters.

U.S. Coast Guard procedures dictate that Pulliam either jump from the helicopter or be lowered into the water near the sailboat and swim to it, but the inky darkness and the sailboat's wildly rocking mast rendered plans A and B unworkable. Instead, the team would lower Pulliam into the water near a waiting Coast Guard rescue vessel, which would transport him to the sailboat.

Pulliam shook off the punishing hours from the helicopter ride (Coast Guard helicopters aren't exactly Boeing 787 Dreamliners), donned his fins and rode a cable into the storm-tossed seas.

"The sailor had hit his head and couldn't answer my questions," Pulliam said. Two factors limited his options: the severity of the man's injuries and the helicopter's dwindling fuel. Pulliam radioed the copter and advised that he and the patient would enter the water together and would ride tandem in the basket — a dangerous but time-effective maneuver.

"We typically don't do this," said Pulliam, who has served as a rescue swimmer for 15 years, "but I needed to help him medically as quickly as possible."

The mission was successful, but Pulliam and his crew mates weren't finished. After a long flight back to base, they still had to wash down the entire helicopter — saltwater corrosion is yet another risk.

"Eighty-five percent of our time is spent maintaining equipment," Pulliam explained. "It's not Hollywood." Then, and only then, did the team rest.



Tim Kent was able to recover *Everest Horizontal* (above) following his harrowing incident, but then she was destroyed when Hurricane Fabian swept Bermuda. A proper keel-failure investigation could never be completed, leaving more questions than answers.

LEFT: COURTESY U.S. COASTGUARD ,RIGHT BOOTTOM: TIM KENT

INSIGHTS

TECHNICAL EXPERTISE FROM THOSE IN THE KNOW



THE HALO EFFECT

Why every yachtsman should know about pulse-compression technology.

By David Schmidt

AIRCRAFT CARRIERS DON'T commonly break apart on radar screens, but that's what we thought we were beholding as we plied the fog-choked waters of Muscongus Bay, en route from Port Clyde to East Boothbay, Maine. This was 1988. My dad and I studied the black-and-white monitor of our then-contemporary radar, eyeing a massive vessel maybe 3 miles off our starboard bow. Minutes later, we watched — horrified — as our presumed "aircraft carrier" fractured into 15 tightly packed targets. Rushing above

Simrad's new Halo radar stands ready to help negotiate crowded waters by increasing your onboard situational awareness.



deck, we heard voices in the fog and realized we had passed a small powerboat flotilla, no boats of which were likely aware of our presence. Our radar guided us through the pea-soup fog, but its lack of target separation made for some memorably unnerving moments.

Flash forward 27 years, and I find myself plying the waters off Duck Key, Florida, aboard Capt. Mark Maus' Yellowfin 36, staring at a 19-inch Simrad display. Ahead is the Overseas Highway. A transmission tower, complete with several resident birds, is just off our starboard beam. On the monitor, all of these targets appear in full color, clearly separated and identifiable. This impressive imagery comes compliments of Simrad's Halo-4, the world's first (and, as of this writing, only) pulse-compression radar.

While traditional radar dates to pre-World War II years, these units relied on a magnetron to transmit short (one microsecond or less), narrow, wedge-shaped pulses of radio-frequency (RF) energy before cycling to receive mode to listen for echoes — a two-step that the units perform 400 to 4,000 times per second. Next-generation magnetron radars offered dramatically improved filtering, target separation and image resolution. High-definition radar followed, but certain drawbacks remained, including a main bang (which reduces short-range performance), lengthy warm-up times, the inability to transmit and receive simultaneously, and rain-attenuation issues (which affect all radars).

Solid-state radar — including current-generation broadband offerings from B&G, Lowrance and Simrad — was introduced in late 2008, and while these radars provide excellent short-range imagery, they don't yield the same long-range performance as pulse-modulated radar. Not so with Halo, says Don Korte, Simrad's senior product manager for radar, who explained that Halo's solid-state, pulse-compression technology uses a gallium nitride X-band power amplifier instead of a magnetron, allowing Halo to "see" targets as close as 20 feet and as far away as 48 to 72 nautical miles. The net result, says Korte, is a system that offers good short-range performance, excellent medium-range performance and good to excellent long-range performance.

Halo's target separation easily allows you to see boats in crowded marinas.



"Halo has everything that I've ever wanted in a radar," said Korte, adding that the 25-watt Halo-4 delivers imagery that's comparable to that of a 6 kW Simrad magnetron radar, with better target-detection specifications than IMO-class radar. Additionally, Halo offers instant-on performance, low radiation emissions, sector blanking and dual range sans signal loss — allowing users to simultaneously monitor two distance ranges, each with its own display controls. Halo also can track up to 20 MARPA targets (see

TARGET LOCK: KEEPING SAFE DISTANCE

AIS ameliorates many otherwise testy crossing situations, provided of course that both vessels are properly equipped. Fortunately, most high-end radar systems — including Halo — have either automatic radar plotting aid (ARPA), which automatically acquires radar targets once they enter a defined guard zone, or mini automatic radar plotting aid (MARPA), which allows a user to manually select targets. Once acquired, ARPA/MARPA tracks each target and generates navigational data including range, bearing, course and speed. If this math sounds complicated, you're right: To crunch these numbers, a radar pulls speed and course information from a networked GPS and (typically) a heading sensor; information about the other vessel is derived from radar returns. Because of these complexities and their inherent lag times, ARPA/MARPA data isn't as accurate as AIS information, but these radar features are useful for categorizing targets ("safe" or "dangerous") and for sounding an alarm if a target enters a predetermined geofence. — *D.S.*

sidebar). Moreover, Halo uses the largest available field programmable gate array (FPGA) processor and digital filtration to give users sophisticated, preprogrammed modes (e.g., Bird, Weather or Harbor).

While magnetron radars transmit short, fixed-frequency pulses — and broadband radars transmit a linear sweep that's similar to CHIRP sounder technology — each Halo transmission contains an initial, 40-nanosecond RF pulse followed by up to five discrete and variable-length CHIRP-like transmissions that provide both short- and long-range performance (shorter CHIRP bursts provide great short-range but poor long-range performance, and vice versa). Halo can apply beam sharpening, which substantially narrows the pulse and helps yield higher-performance target resolution, and it transmits 500 to 2,000 bursts per second.

"All CHIRP transmissions have a blind spot," said Korte, who explained that longer CHIRP transmissions have inherently longer dead zones (main bangs) than shorter ones. "With Halo, we take the data from the shorter CHIRPs and add it together with the longer CHIRPs and use a software blend algorithm to create a composite image that stitches all six pulses into one radial data stream."

Like all radar, Halo uses the echo principle to determine range and bearing to targets, although how the system processes echoes is new. Once the echo returns, Halo compresses the CHIRP into an RF-energy pulse that's up to 150 times shorter than the original transmission before calculating the range to the target by measuring the original transmission's time delay. Bearing is resolved by determining the antenna's angle at the time of transmission.

The result is a system that provides stunning short- and long-range imagery, and world-class target separation. Halo uses a brushless gear motor that generates low decibel levels, and it has a life cycle of 10,000 hours and the ability to see targets through light rain. Best yet, Halo's operating system and its FPGA allow Simrad to release software upgrades with additional features and preprogrammed modes.

Halo comes in three sizes: the 3-foot Halo-3 ($4,500), the 4-foot Halo-4 ($5,000) and the 6-foot Halo-6 ($5,500), and is compatible with Simrad's NSS evo2 multifunction display and the NSO evo2 black-box marine processor.

Halo is designed for small- to medium-size yachts, but this technology will likely be scaled up to larger yachts. Still, some large vessels are already using Halo, including the M80 Stiletto, the U.S. Navy's experimental pentamaran littoral combat vessel and a ferry in New Zealand. Much like its decorative blue LED accent lights, Halo's high-res imagery, easy-to-use modes and dual-range performance have a powerful effect that's distinctive from everything else on the market.



By David Schmidt



SWIM AND SEEK

When stalking fish, today's game puts equal demand on hardware and software. Raymarine's line of black-box sonar modules embodies this ideal, using advanced algorithms to filter noise, remove clutter and process imagery, which is then displayed on compatible Raymarine MFDs. The CP370 ($699) is aimed at coastal fishermen, while the CP470 ($1,199) is for coastal and offshore anglers who want broad-spectrum CHIRP sonar. The CP570 ($1,999) is for pros. *Raymarine, 603-324-7900; raymarine.com*



SALTY SOUNDS

Fusion's Signature Series speakers are built to deliver crisp, rich sounds in the marine environment. The 6.5-inch ($399, 230 watts) or 7.7-inch ($449, 280 watts) units come in several colors. A subwoofer ($349) and voltage regulator ($99) are optional. The speakers use CURV cone technology, in which extruded polypropylene tapes are woven and heat-treated to form environmentally robust composite speaker cones, and silk dome tweeters and sealed crossover components. *Fusion, 623-580-9000; fusionentertainment.com*

FLIR
MULTIPURPOSE CAMERA



NIGHT MOVES

Operating at night or in low visibility is a time-honored challenge that has been rendered safer and easier thanks to advanced thermal-imaging cameras such as FLIR's M400. This professional-grade camera ($70,000) was designed for search-and-rescue authorities and yacht owners who demand no-compromise equipment. The fixed-mount, pan-and-tilt camera has a high-intensity, narrow-beam LED spotlight; a high-definition, 30x optical zoom low-light color camera (with up to 1080/30p resolution) and a high-performance thermal-imaging sensor, all housed in a gyrostabilized, waterproof and gimbaled enclosure that can pan through 360 degrees and tilt through plus or minus 90 degrees. Radar integration lets the M400 track specific targets, and video tracking (optional with the $85,000 M400XR) allows you to keep an unblinking eye on navigational threats. *FLIR, 877-545-5094; flir.com*



THE BIG EASY

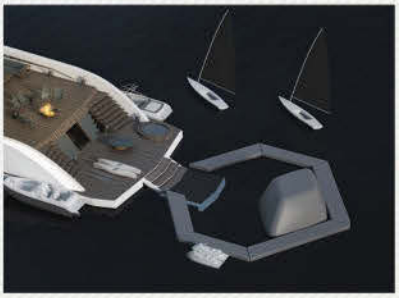
Aeronautic and architectural design influences this voluminous superyacht.

By Michael Verdon

LOOKING at the sprawling 1,750-square-foot terrace on the stern on the 180-foot X-Easy, you might think the "X" stands for extra, as in "Extra Easy." But designer Stefano Pastrovich, a longtime pilot and fan of aeronautic design, puts an X in front of all of his concepts, just like some aircraft manufacturers do.

While the X-Easy has aerodynamic curves, the designer's primary goal was to create a palatial beach house.

Many builders have jumped on the "beach house" concept, with simpler, less formal interiors, but X-Easy's massive cockpit terrace, complete with a barbecue fire pit, joining to the 550-square-foot swim platform establishes a new paradigm.



"On most yachts, you have a large separation from where the one deck goes up and the other goes down," says Pastrovich. "Our goal was to keep them very close together, and have a large window between the main salon and the terrace."

The yacht's forward superstructure also allows more rear exterior space. Pastrovich says that most 164-footers have 36-foot beams, losing about 20 percent of interior space to hallways. The X-Easy's 44-foot beam lets the terrace seem wider. "I design boats to be at sea, and for owners who want to live near it."

Take the next step: pastrovich.com

X-EASY
YOUR AT-SEA BEACH HOUSE

FLIGHTS OF FANCY

Pastrovich has logged thousands of hours of flight time as a pilot. "I love the elegance of planes and gliders," he says, and he often incorporates many aerodynamic shapes into his designs. He also uses modern architecture to inform many of his yacht designs. "My big hero is Frank Lloyd Wright," he says. Other favorites include Frank Gehry, Ludwig Mies van der Rohe and Santiago Calatrava. "Every day we are researching new ideas that could be applied to yacht design." — *M.V.*



Stowing toys in the midsection of the lower deck allows the aft area adjoining the swim platform to create a water-level salon.

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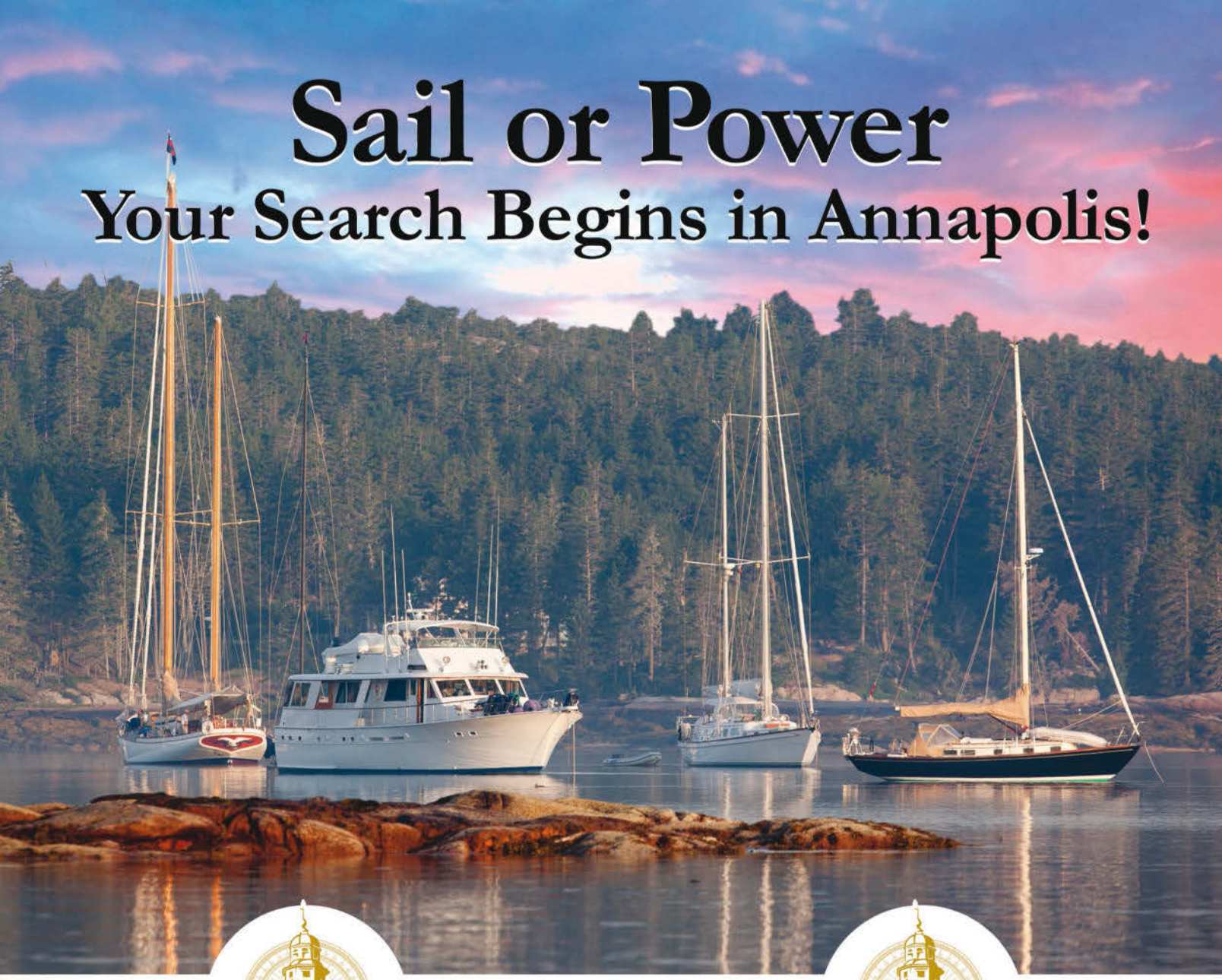
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SEA WOLF

The Nordhavn 62 is a voyage-inspiring world traveler.

By Jeffrey Moser

AS ALL DOGS are descended from *Canis lupus*, Nordhavns are derived from Robert Beebe's 40-foot passagemaker and tome of full-displacement design, *Voyaging Under Power*. "We used Beebe's boat as a guideline to design and build [our first boat]," said Jim Leishman, founder of Nordhavn. "All of our subsequent designs are based on that first boat."

The 62 is another such example, but it did head into a new design direction.

"It was a radical boat for its day," explained Dan Streech, president of Nordhavn. She resembles an oceangoing freighter, with a bulbous bow, a sweeping foredeck and a pilothouse well aft. The bulbous bow reduces resistance and pitch motion, increasing comfort and range, and that pilothouse with its commanding views is protected by a Portuguese bridge, high bulwarks and half-inch, forward-slanting tempered-glass windows.

Fully loaded, the 62 tips the scales at 155,000 pounds. Streech referred to this vessel as a tank. Her solid laminate hull is more than 4 inches thick at the bow, strengthened with a series of longitudinal and transverse stringers. She's got a solid laminated main deck from bow to stern, and for added stiffness and strength, an Airex-core superstructure. More than 7,000 pounds of ballast in her deep keel help provide stability as 2,600 gallons of diesel burn off from four fuel tanks.



Thirty-seven 62s were built over a 17-year production cycle.

Systems are carefully designed with an eye on both simplicity and redundancy. The one-two punch of a keel-cooled engine and dry exhaust system is a thing of beauty: It obviates the need for a raw-water pump and a through-hull, and eliminates the sound and smell of exhaust gas, which is vented well above the aft deck.

For a boat designed to go anywhere, redundant "get-home" power is a box an experienced mariner will check. The 50-horsepower wing engine with feathering prop can provide the vessel with a speed of 6 knots.

Streech called the 62 "the face of Nordhavn," and that reputation extends to her interior. While woods vary by owner specifications, many 62s feature teak throughout, with teak-and-spruce soles in her salon, three (or four) staterooms and pilothouse, and with varnished teak cabinetry and high-end joinery.

Nordhavn keeps an eye on its vessels, so the company knows that its 62s have done some impressive passagemaking. Thirty-seven were built between 1993 and 2010, and these boats have racked up more than 1 million nautical miles with more than 50 ocean crossings and two circumnavigations. I found four 62s for sale, from $1,195,000 for a 1999 on Australia's Gold Coast to $1,890,000 for a 2008 in California. Take your pick, reader; the next horizon awaits.

> SHE RESEMBLES AN OCEANGOING FREIGHTER, WITH A BULBOUS BOW, A SWEEPING FOREDECK AND A PILOTHOUSE WELL AFT.

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127 IAG 2016 – HULL 3



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115 BENETTI 2006



Twin CAT C-30; on-deck master plus four Guest Cabins plus crew. Stern garage leaves decks free for entertaining. Contact Joe Marino 954-328-2059.

118 MILLENIUM 2001



Four Owner staterooms with split level master. Semi-raised pilothouse, MTU powered. 2 available, 2001 & 2003. Contact Andrey Shestakov 954-274-4435.

101 IAG 2016 – HULL 3



Four Stateroom, Euro style. RINA specs. Delivery 2016. $5.5M. Contact Joe Marino 954-328-2059.

100 BROWARD 2001



5 luxurious staterooms including rare on-deck master. Desirable CAT power w/ extended warranties. Contact Joe Marino at 954-328-2059.

100 AZIMUT JUMBO 1997



4 Stateroom plus crew. MTU powered, freshly rebuilt engines & gens. Enormous volume; rare offering! Change contact to Andrew Thomas 954-804-2340.

94 SUNSEEKER YACHT 2003



4 SR + crew. Underwater lights, Jacuzzi on flybridge, SAT TV & phone. Miami - Bring offers. Contact Joe Marino 954-328-2059.

92 SUNSEEKER 2013



Twin MTU M94V12. Four Stateroom plus 4 crew with black walnut interior. Trac Stabilizers. Turn Key. Contact Joe Marino 954-328-2059.

90 HARGRAVE 2001



Twin 3412E CATs, full stabilized. New A/C, bottom paint, and soft goods. 4 stateroom plus crew. Contact Chris Carroll 954-303-5604.

90 FALCON 2010



MTU 16V2000s. 4 cabins for guests plus crew. Euro power plus Atlas converter. New bottom paint. Contact Joe Marino 954-328-2059.

90 BOUNDLESS CUSTOM MOTOR YACHT 2009



Triple Yanmar diesels w/ low hours. Waterjets, very shallow draft. Reduced. Contact Randy Kires 954-401-6888.

85 PRINCESS V85 2009



Twin CAT C32s, very lightly used. Never slept on. Hydraulic sunroof, garage, passerelle. Located in Spain. Contact Joe Marino 954-328-2059.

84 HATTERAS 1987



Twin 12V71TI, 500 hrs SMOH in 2004; new watermaker, A/C refit 2004. Contact Brad Nelson 954-205-7944.

80 SUNSEEKER YACHT 2010



1800 MANs, stabilized, loaded! Many Upgrades. Contact Stephen Faraldo 561-322-8279.

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94 HORIZON 2005



Twin 3412E CATS, Recent $300K refit. Shows like new. New gel coat w/3 step process. Must See!!! Contact Mack Carroll 954-648-8989.

100 AZIMUT LEONARDO 2010



Only 160 hrs on twin MTU 16V2000s. Interior shows like new. Trac fin stabilizers, fresh bottom. Contact Stephen Faraldo 561-322-8279 or Joe Marino 954-328-2059.

79 LEOPARD ARNO 2000



Refit 2012 w/ new waterjets. Hydraulic sun roof, 3 stateroom, shallow draft perfect for Bahamas. Contact Chris Carroll 954-303-5604.

75 HATTERAS 2002



5 stateroom/5 head, Great Lakes boat. Equipped with all the major options. Contact Mike Levell 586-530-3318.

75 PEARL 2015



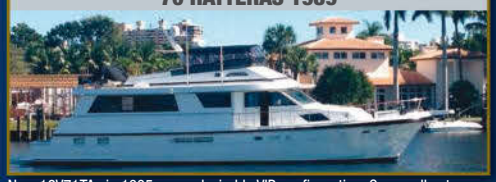
4 SR + 2 crew. Spacious on-deck galley. Passerelle, 2F Series 4000 pod drives. Garage. Contact Randy Kires 954-401-6888.

72 VIKING PRINCESS 2001



Twin 650 hp MANs. 4 stateroom plus crew. Captain maintained. Not for Sale to US Residents in US Waters. Contact Andrey Shestakov 954-274-4435.

70 HATTERAS 1989



New 12V71TAs in 1995, more desirable VIP configuration. Open galley to salon. 2 available. Contact Johnny Woods 954-684-3286.

69 HATTERAS 1986



3 stateroom, 3 head layout. Must go! Bring all offers!
Contact Ed Biggie 954-868-0526.

68 ZEELANDER 2009



Twin 1200 hp mtus w/ lever controls. Passerelle, garage, underwater lights, stabilizers. Contact Brian Peterson 954-868-4739.

65 VIKING EB 2002



Twin MTU 16V2000; 4 stateroom/4 head layout. Meticulously maintained. Many recent upgrades. Contact Ed Biggie 954-868-0526

65 PEARL 2015



4 SR + crew, galley up. Hydraulic platform, custom interior. Contact Randy Kires 954-401-6888.

65 HATTERAS MY 1989



Dependable 1271TA 750 hp Detroits. Port engine rebuilt w/ 100 hrs. Beautiful exterior finish. Well cared for. Contact Gregg Silver 305-304-4574.

64 PERSHING 2010



Mint Condition. 200 Hours on MAN V12 1550. Bring Offers. Asking 1.2M Euro. Contact Mark Meyer 305-677-9137.

64 MANHATTAN 2002



Completely rebuilt MAN engines with low hours. Many items replaced. Like-new condition. Contact Joe Marino 954-328-2059.

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63 CHEOY LEE 1985



Dependable 3208 CATs. Full beam master, new paint and decks. Extremely well maintained. Contact Gregg Silver 305-304-4574.

63 FERRETTI 2009



Meticously Maintained . 300 Hours on MAN 1224. Ask 850K Euro. Contact Mark Meyer 305-677-9137.

61 BUDDY DAVIS 2001



Twin MTUS, service up to date; new ice chipper; dual live wells. Bring offers! Contact Dennis Rhodes 954-695-2839.

61 CHEOY LEE LRC 1984



Twin CAT 3408T, spacious 4 stateroom layout. New electronics 2014, recently painted hull and topsides. Check her out! Contact Bill Leonard 305-481-0063.

60 SUNSEEKER MANHATTAN 2011



Upgraded with Twin MAN 1100 engines. 3 Guest Staterooms plus 1 crew. Contact Stephen Faraldo 561-322-8279.

60 PEARL FLYBRIDGE MOTOR YACHT 2012



Gorgeous walnut and granite interior, hydraulic platform & passerelle, bow & stern thrusters. Contact Randy Kires 954-401-6888.

58 VIKING 1995



New salon interior, custom bait well, Intellian SAT TV, underwater lights and much more!! Contact Stephen Faraldo 561-322-8279.

57 SPENCER CUSTOM SPORTFISH 2013



Twin 900 hp Volvo IPS D-13. Custom Pipe Welders Tower and carbon fiber hard top. Gorgeous teak interior. She's a real head turner! Contact Chris Carroll 954-303-5604.

56 CARVER 2006



Twin 675 hp Volvos. 3 stateroom/2 head layout with gorgeous cherry interior. Hydraulic swim platform, underwater lights. Contact Brad Nelson 954-205-7944.

56 SUNSEEKER PREDATOR 2000



Retractable top, full Eisenglass and canvas. Completely upgraded in 2014. Contact Mack Carroll 954-648-8989.

54 SEA RAY SUNDANCER 2001



Original owner vessel. Under 1,000 hrs on CAT 3196Es. Bow thruster, new canvas, Garmin Night Vision. Contact Mack Carroll 954-648-8989.

54 OCEAN ALEXANDER 2000



Twin Volvo power. 3 stateroom. Maintained with open checkbook. Motivated! Contact Bill Leonard 305-481-0063

50 BAIA 2014



Owner change of plans creates rare opportunity! If speed is your passion, this may be your boat! Contact Joe Marino 954-328-2059.

49 GRAND BANKS 2000



Engines overhauled 11/14, new canvas throughout, flawless condition, nicest on market! Contact Joe Marino 954-328-2059.

48 SEA RAY SUNDANCER 2007



Twin Cummins, underwater lights, new canvas. Hydraulic swim platform, Gorgeous teak decks, nicest on the market! Contact Joe Marino 954-328-2059.

43 GRAND BANKS 2005



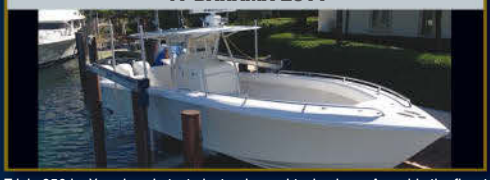
Triple mint, shed kept til March 2015. One Owner, fresh electronics. This is the one! Contact Dennis Rhodes 954-695-2839.

42 MARQUIS SPORT COUP 2009



Only 90 hrs. on twin Volvo IPS. Freshwater boat, original owner. Nicest available! Contact Chris Carroll 954-303-5604.

41 BAHAMA 2011



Triple 350 hp Yamahas. Latest electronics and technology. Arguably the finest center console on the water. Contact Ed Biggie 954-868-0526.

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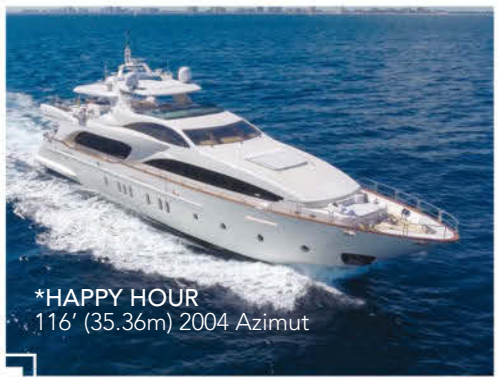
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‡*ROMANZA
120′ (36.58m) 2008 / 2015 Benetti



SONAS
120′ (36.58m) 2002 / 2014 Broward



*HAPPY HOUR
116′ (35.36m) 2004 Azimut

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110′ (33.53m) 2007 Lazzara



*ORSO 3
108′ 4″ (33.02m) 2013 Benetti



LIVERNANO
95′ (29.26m) 2010 Princess



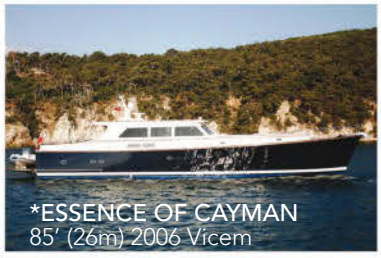
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93′ (28.35m) 1995/2012 Broward



PATTI BELLE 90′ (27.43m)
2012 Ocean Alexander



EL LOBO
90′ (27.4m) 2008 Affinity



*ESSENCE OF CAYMAN
85′ (26m) 2006 Vicem



ELIELLE 84′ (25.6m)
2005 McMullen & Wing



BLACK SHADOW
83′ (25.3m) 2007 Sea Force IX



KALEIDOSCOPE
80′ (24.4m) 2001 Lazzara



ODYSSEY
75′ (22.9m) 2005 Hatteras



WILLY'S WISH
73′ (22m) 1995 Neptunus



HIGH TIDE
68′ (20.7m) 2006 Viking



BREAKAWAY
68′ (20.73m) 2005/2007 Hatteras



BRITNEY JEAN
67′ (20.42m) 2003 Bertram



CAY SAL
60′ (18.3m) 1980 Hatteras

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Tommy Bahama Interior Décor. $825,000 moran@ardell.com



45' SWAN 2002

Carbon Fiber Mast/Boom, Teak Decks/Interior, Todd Rittenhouse
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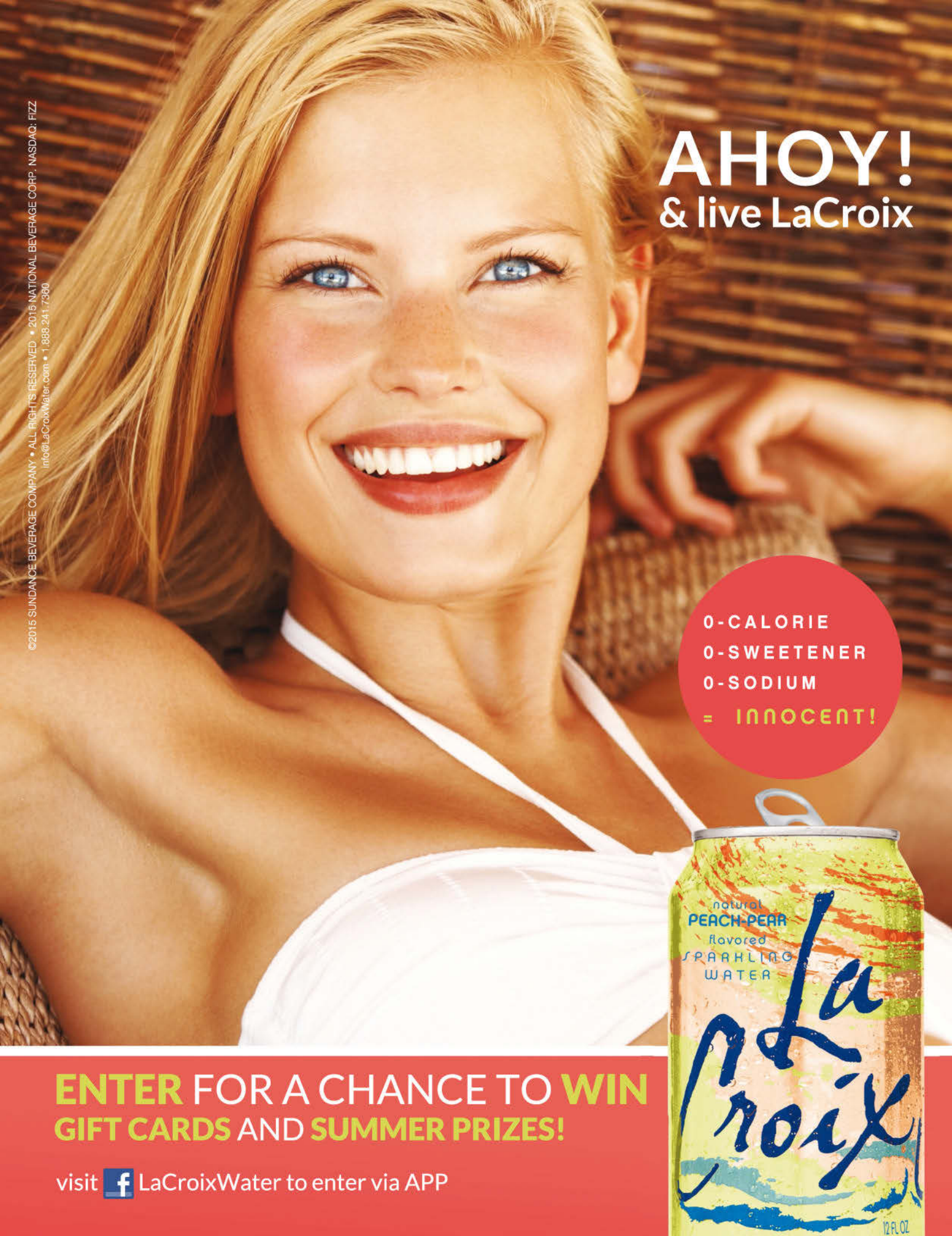
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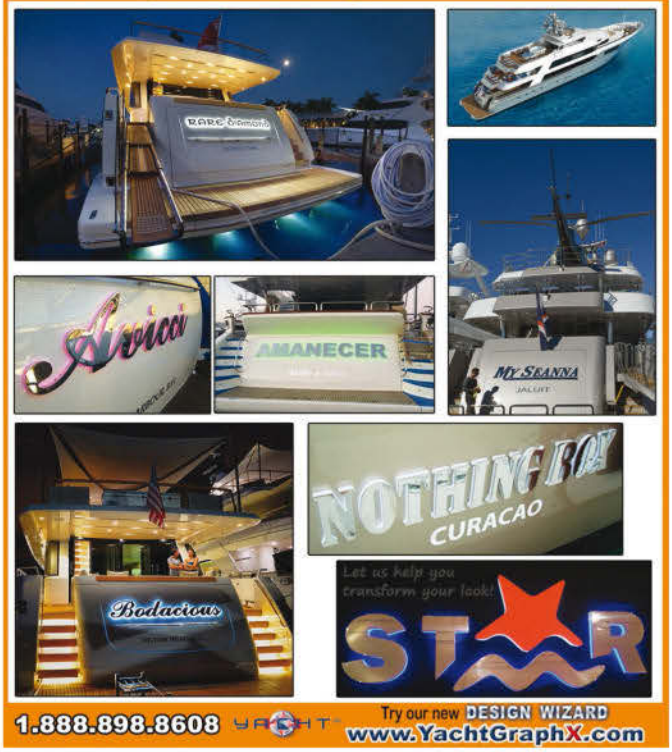
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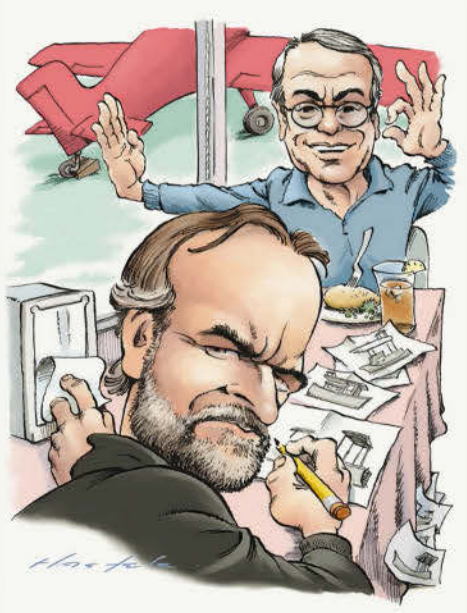
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CUSTOM FIT

Dreaming of a smaller boat.

By Jay Coyle

I'VE JUST returned from an expedition with a couple of pals — Nick and Andrew. Andrew's goal was to order a custom craft, and I'd been retained (free lunch) as an adviser. The budget was just 16 feet 7 inches. Most custom yacht builders have display models that size.

We were already in trouble when we set course for an airport near the yard to meet the builder for lunch. We seated ourselves and continued debating design requirements among ourselves until the builder called — oops ... wrong airport. While digesting the thought that we'd actually gone to an airport to eat, I realized my pal Andrew (the buyer) was unprepared — he had no idea what he "needed." I'd seen it before.

Andrew is an experienced yachtsman and a veteran yacht broker, but when it gets personal the pros often lose their way. If Andrew had been a shoe salesman he'd be stuck somewhere between a Converse high-top and a Gucci loafer.

"Your vision is brilliant," I said, "but I'm not sure what you're looking for exists in 16 feet 7 inches."

"That's why you two are here," explained Andrew.

What he really needed was a good yacht broker or perhaps a 12-step program. Instead, he'd opted for a therapy session at a regional airport lounge with two hopeless enablers.

"Jay, you're my boat designer," Andrew reminded, "and Nick ... you've done what I intend to do."

"But Nick's boat deck was aboard a 70-foot expedition yacht," I said.

Andrew's vision was to park a flats skiff atop a new expedition-outfitted 42-foot Nordic Tug. What's more, he'd found a skiff builder who knew how to do it. Mark Castlow was building boats long before the suits in private equity took up the trade. His company, Dragonfly Boatworks, builds "technical skiffs" — real flats skiffs that can be pushed by pole and modest horsepower. His shop is more skunk works than production facility, and his 15 craftsmen are not bound by "standard models."

Mark has built Dragonfly skiffs for a music legend, a well-known clothing designer and a lot of skinny water fishing nuts. All had one thing in common — what they "needed" did not exist, so Mark built it. Dreaming of fly-fishing aboard a powered paddle board crafted from recycled carbon fiber? No problem!

While touring the shop, I spotted Andrew ogling a 17-footer with a folding bow. As it exceeded his budgeted length overall, I suggested he might keep the bow in the lazarette — minimizing weight aloft was also a challenge.

Mark: "With a few tweaks she'd come in at 500 pounds."

"Could you take a foot off the stern?" wondered Andrew.

"Whatever you want," Mark told him.

These days "custom build" usually means choosing the sofa on a 120-footer. I'm glad there are still dreamers like Andrew and boatbuilders like Mark. I'm looking forward to a real expedition!

STEVE HAEFELE

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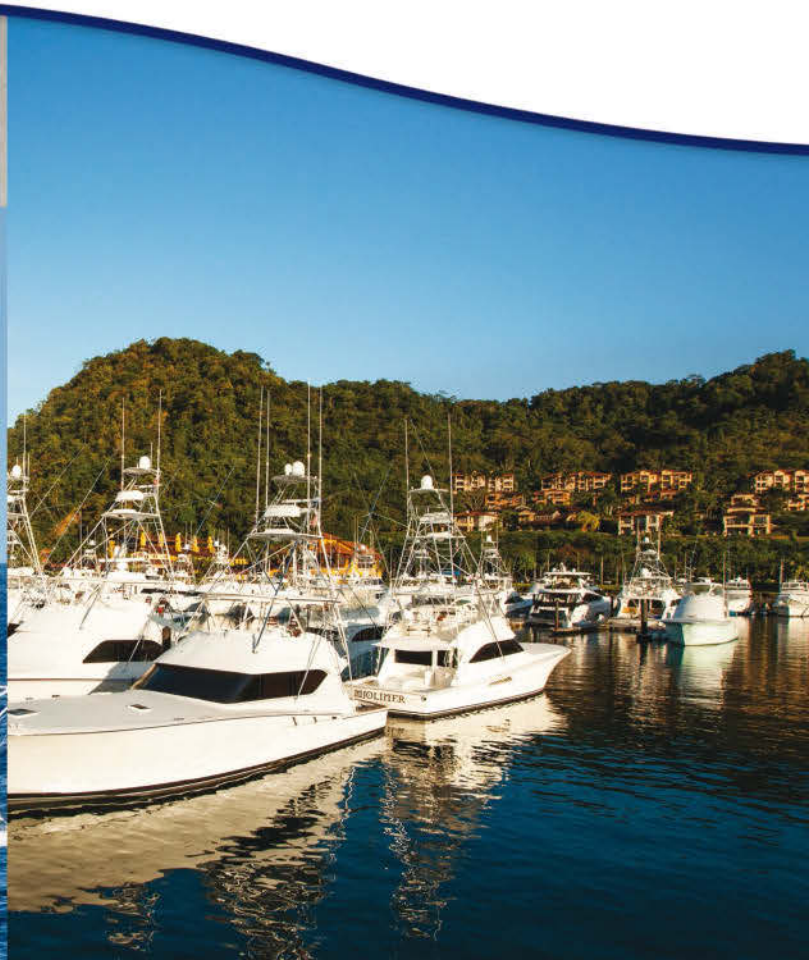


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